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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 259.

JUDGMENTS AGAINST THE UNITED STATES.

LETTER

FROM

THE ATTORNEY-GENERAL,

TRANSMITTING

A list of judgments rendered against the United States by the circuit and district courts of the United States.

JANUARY 28, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF JUSTICE,
Washington, D. C., January 25, 1895.

SIR: I have the honor to transmit herewith a list of judgments rendered against the United States by the circuit and district courts of the United States, in which the records have been received at this Department since the transmission of my former report on July 18, 1894. These judgments are certified to you in compliance with the provisions of section 11 of the act of March 3, 1887 (24 Stat. L., p. 505), entitled "An act to provide for the bringing of suits against the Government of the United States."

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Judgments rendered against the United States.

Names.	Judgments.	Costs.	Date of judgments.	Exhibits.
Edward J. McDermott	$671.35	$38.75	July 14, 1891	1
Oliver T. Morton	383.57	.....	Feb. 15, 1894	2
James E. Conway	238.00	.....	Aug. 7, 1894	3
John McCoy	787.22	.....	Sept. 5, 1894	4
James D. Bell	97.98	.....	Sept. 5, 1894	5
Frank C. Peirce	421.91	.....	Sept. 5, 1894	6
Charles A. Buff	135.34	.....	Sept. 5, 1894	7
Alexander B. Taylor	242.06	.....	Sept. 5, 1894	8
Joseph T. D. May	165.38	.....	Sept. 5, 1894	9
Charles A. Merritt	496.21	.....	Sept. 5, 1894	10
James M. Sims	307.08	.....	Sept. 5, 1894	11
Walton E. Douglas	402.35	.....	Sept. 5, 1894	12
George S. Martin	302.56	.....	Sept. 5, 1894	13
John J. Curran	303.97	.....	Sept. 5, 1894	14
John Spann	333.97	.....	Sept. 5, 1894	15
Alfred B. Jackson	465.48	.....	Sept. 5, 1894	16
Tom M. Edwards	243.69	.....	Sept. 5, 1894	17
Alexander Osborn	241.69	.....	Sept. 5, 1894	18
Matthew L. Fowlkes	295.35	.....	Sept. 5, 1894	19
Henry B. Mitchell	162.13	.....	Sept. 5, 1894	20
Charles A. Vildibill	301.75	.....	Sept. 5, 1894	21
Total	6.999.04	38.75		

EXHIBIT 1.

[Edward J. McDermott *v.* United States, No. 443.]

Thereupon the plaintiff moved the court for judgment pursuant to the mandate and opinion of the Supreme Court, and the court being advised, it is ordered and adjudged that the plaintiff, Edward J. McDermott, recover of the defendant, the United States of America, the sum of $671.35 with interest thereon at the rate of 4 per cent per annum from this date until paid, and his costs in this action expended.

July 14, 1891.
Costs, $38.75.
District of Kentucky.

EXHIBIT 2.

[Oliver T. Morton *v.* United States, No. 1006.]

* * * It is ordered and adjudged that the petitioner, Oliver T. Morton, do recover of the defendant, the United States of America, the sum of $383.57, with interest at the rate of 4 per cent per annum from the date of this judgment until the time when an appropriation shall be made for the payment of the same.

JOHN H. BAKER, *Judge.*

February 15, 1894.
District of Indiana.

NOTE.—The judgment of this case was affirmed by the circuit court of appeals for the seventh circuit.

EXHIBIT 3.

[James E. Conway *v.* United States, No. 1044.]

Ordered, adjudged, and decreed, that the plaintiff have, and he hereby has, judgment for the sum of $238, together with his disbursements herein, and costs to be taxed.

JOHN A. WILLIAMS, *Judge.*

August 7, 1894.
District of Minnesota.

EXHIBIT 4.

[John McCoy *v.* United States, No. 1058.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the complainant herein, John McCoy, have judgment for $787.22, the full amount claimed against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 5.

[James D. Bell, *v.* United States, No. 1059.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, James D. Bell, have judgment for $97.98, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 6.

[Frank C. Peirce *v.* United States, No. 1060.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Frank C. Peirce, have judgment for $421.91, the full amount claimed therein, against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 7.

[Charles A. Buff *v.* United States, No. 1061.]

It is thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Charles A. Buff, have judgment for $135.34, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 8.

[Alexander B. Taylor *v.* United States, No. 1062.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Alexander B. Taylor, have judgment for $242.06, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 9.

[Joseph T. D. May *v.* United States, No. 1063.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Joseph T. D. May, have judgment for $165.38, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 10.

[Charles A. Merritt *v.* United States, No. 1064.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Charles A. Merritt, have judgment for $496.21, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 11.

[James M. Sims *v.* United States, No. 1065.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, James M. Sims, have judgment for $307.08, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 12.

[Walton E. Douglas *v.* United States, No. 1066.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Walton E. Douglas, have judgment for $402.35, the full amount claimed against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 13.

[George S. Martin *v.* United States, No. 1067.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court adjudged, ordered, and decreed that the claimant herein, George S. Martin, have judgment for $302.56, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 14.

[John J. Curran *v.* United States, No. 1068.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, John J. Curran, have judgment for $303.97, the full amount claimed therein against defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 15.

[John Spann *v.* United States, No. 1069.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, John Spann, have judgment for $333.97, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 16.

[Alfred B. Jackson *v.* United States, No. 1070.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Alfred B. Jackson, have judgment for $465.48, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 17.

[Tom M. Edwards *v.* United States, No. 1071.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Thomas M. Edwards, have judgment for $243.69, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 18.

[Alexander Osborn *v.* United States, No. 1086.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Alexander Osborn, have judgment for $241.69, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 19.

[Matthew L. Fowlkes *v.* United States, No. 1087.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Matthew L. Fowlkes, have judgment for $295.35, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Western district of Alabama.

EXHIBIT 20.

[Henry B. Mitchell *v.* United States, No. 1088.]

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Henry B. Mitchell, have judgment for $162.13, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

EXHIBIT 21.

[Charles A. Vildibill *v.* United States, No. 1101.

It is, thereupon, this 4th day of September, 1894, by John Bruce, judge, and by authority of this court, adjudged, ordered, and decreed that the claimant herein, Charles A. Vildibill, have judgment for $301.75, the full amount claimed therein against the defendant, the United States of America, and his costs.

JOHN BRUCE, *Judge.*

September 5, 1894.
Northern district of Alabama.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 260.

ADDITIONAL CLERK TO ASSISTANT TREASURER AT BALTIMORE, MD.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Treasurer of the United States, showing the necessity for an additional clerk in the office of the assistant treasurer at Baltimore, Md.

JANUARY 28, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 26, 1895.*

SIR: I have the honor to transmit herewith, for the favorable consideration of Congress, copy of a communication from the Treasurer of the United States of the 22d instant, and its inclosure, in relation to the necessity for an additional clerk in the office of the assistant treasurer of the United States at Baltimore.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
OFFICE OF THE TREASURER,
Washington, D. C., January 22, 1895.

SIR: I have the honor to submit herewith for your consideration a letter from the assistant treasurer United States at Baltimore, Md., and would respectfully recommend the addition of one clerk to the working force of that office.

This recommendation is made in the interest of the service and for reasons set forth in the accompanying letter. I am fully convinced of the necessity of the increase, and that the public having dealings therewith will suffer great inconvenience from the inability of the office to handle with promptness and in a business-like manner the very large volume of work if the addition to the force be not allowed.

Respectfully, yours,

D. N. MORGAN, *Treasurer United States.*

Hon. J. G. CARLISLE, *Secretary of the Treasury.*

OFFICE OF ASSISTANT TREASURER UNITED STATES,
Baltimore, Md., January 18, 1895.

SIR: I beg to ask your special consideration of a matter which bears an important relation to the proper conduct of the public business at this office.

Before I took charge, in July last, I was advised by my predecessor, Mr. Wellington, as the result of his experience, that the work and business of the office could not be carried on in a satisfactory manner without a substantial increase in the clerical force.

Since I have been in control my own observation and experience have fully confirmed the statement of the former assistant treasurer, and I have become convinced that it is my duty to the public, the office, and the Government to obtain additional help. Without entering into details, I beg to refer to the large number of checks of the United States pension agent which are now drawn on this office, involving the payment, charging, arranging of the paid checks, and listing in numerical order for the monthly statement of his account to the pension agent; the constantly increasing deposits by the banks and others of large amounts of old and defaced currency for redemption; the growing receipts of silver and minor coins for redemption; and the demand, on the other hand, for silver and minor coins in exchange for notes, which, for several reasons, is exceedingly heavy at this point.

As it is required that an exact record shall be kept and report made, in detail, of the various kinds of moneys received and paid on the several accounts, this last item of itself involves the expenditure of a large amount of time and labor. The clerks, although active and diligent, are kept employed almost every day until long after the regular hours, not infrequently on into the night, in order to keep up with the current business and not carry over uncounted funds nor incomplete accounts. It follows that much that is important and responsible must be done under pressure, which increases the liability to error and loss; and that when, by reason of illness or for any cause, one must be absent from duty, even for a single day, it occasions added embarrassment.

As a prudent man I would not undertake to conduct a private business of such magnitude without a larger force. I therefore most urgently request that you will do whatever may be in your power to the end that this office may be furnished as early as possible with at least two additional clerks, at such liberal compensation as will secure efficient help, the same being absolutely essential to the systematic and satisfactory transaction of the public business here.

Respectfully, yours,

O. HAMMOND,
Assistant Treasurer United States.

Hon. D. N. MORGAN,
Treasurer United States, Washington.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 261.

EMPLOYEES OF THE NAVY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

A list of clerks and other employees in the Navy Department during the calendar year 1894.

JANUARY 28, 1895.—Referred to the Committee on Expenditures in the Navy Department and ordered to be printed.

NAVY DEPARTMENT,
Washington, January 26, 1895.

SIR: In compliance with section 194 of the Revised Statutes, I have the honor to submit herewith a report showing the names of the clerks and other persons who were employed in the Navy Department during the calendar year 1894; also the time each was actually employed and the sum paid to each.

These persons have been usefully employed, and the number is not in excess of that required for the prompt dispatch of public business.

All embraced in the list were provided for by the appropriations made in the legislative, executive, and judicial act.

Very respectfully,

H. A. HERBERT,
Secretary of the Navy.

Hon. CHAS. F. CRISP,
Speaker of the House of Representatives.

List of clerks and other employees in the Navy Department during the calendar year 1894, the time each was employed, and the sum paid to each.

Name.	Position.	Time employed.	Amount.
Secretary's office.			
Benjamin Micou	Chief clerk	Whole year	$2,500.00
F. H. Stickney	Disbursing clerk	do	2.250.00
L. H. Finney, jr	Clerk to Secretary	do	2,250.00
M. S. Thompson	Fourth-class clerk	do	1,800.00
Wm. Howell	do	do	1,800.00
R. A. Church	do	Jan. 1 to July 30	1,046.71
Do	Third-class clerk	July 1 to Dec. 31	669.55
M. L. Croxall	do	Whole year	1,600.00
Pickens Neagle	do	do	1,600.00
James Butler	Stenographer, at $1,600	Jan. 1 to Sept. 30	1,200.00
E. A. Roderick	do	Oct. 1 to Dec. 31	400.00
W. R. Mackrille	do	Whole year	1,400.00
Alex. B. Legaré	Second-class clerk	do	1,400.00
R. B. Porter	do	Jan. 1 to July 30	814.10
Do	First-class clerk	July 31 to Nov 20	368.46
John Cassin	do	Whole year	1,200.00
E. S. Cassin	do	do	1,200.00
F. M. Hosier	do	do	1,200.00
R. E. Logan	do	Jan. 1 to Feb. 28	196.70
C. L. Kelsey	do	Mar. 1 to Dec. 31	1,003.30
Helen S. Smith	do	Whole year	1,200.00
Annie W. Choate	Clerk	do	1,000.00
Mrs. M. Thompson	Telegraph operator	do	1,000.00
P. T. McCurdy	Carpenter	do	900.00
Jesse S. Harris	Messenger	do	840.00
William Pierre	do	Jan. 1 to Mar. 20	184.35
T. V. Ballard	do	Mar. 21 to Dec. 31	655.65
Augustus Dunbar	Assistant messenger	Whole year	720.00
John J. Kane	do	do	720.00
T. V. Ballard	do	Jan. 1 to Mar. 20	158.00
W. W. Screws, jr	do	Mar. 21 to Nov. 6	454.33
J. D. Hall	do	Nov. 7 to Dec. 31	107.56
William Wilkes	Laborer	Whole year	660.00
Francis King	do	do	660.00
Nathan Addison	Messenger boy	do	420.00
John Dixon	Messenger boy, at $420	Jan. 1 to Nov. 16	368.63
Jos. A. Hennagan	Telegraph messenger boy, at $360.	Jan. 1 to Mar. 12	71.00
Henry D. Alder	do	Mar. 19 to Dec. 31	283.00
			36,301.34
Bureau of Yards and Docks.			
A. E. Merritt	Chief clerk	Whole year	1,800.00
Felix Freyhold	Draftsman and clerk	do	1,800.00
R. H. Yeatman	Fourth-class clerk	Jan. 1 to July 30	1,046.71
Do	Third-class clerk	July 31 to Dec. 31	669.55
John D. Biddis	do	Whole year	1,600.00
J. D. Graham	Second-class clerk	do	1,400.00
S. Henriques	First-class clerk	Jan. 1 to July 30	697.83
Do	Clerk, at $1,000	July 31 to Oct. 15	208.50
Burgess W. Smith	Assistant messenger	Whole year	720.00
Fredk. Mason	Laborer	Jan. 1 to Mar. 20	144.85
William Pierre	do	Mar. 21 to Dec. 31	515.15
			10,602.59
Bureau of Equipment.			
Geo. S. Sproston	Chief clerk	Jan. 1 to Jan. 3	15.00
David N. Estes	do	Jan. 4 to Dec. 31	1,785.00
F. A. Wilson	Second-class clerk	Whole year	1,400.00
Chas. A. Dunn	First-class clerk	do	1,200.00
Mrs. E. C. W. Chubb	Copyist	do	900.00
Geo. F. Cahill	do	do	900.00
Wm. H. Askew	Assistant messenger	do	720.00
Benjamin Harris	Laborer	do	660.00
			7,580.00
Bureau of Navigation.			
W. V. Chardavoyne	Chief clerk	Whole year	1,800.00
R. T. Cheyney	Fourth-class clerk	do	1,800.00
W. W. S. Dyre[1]	do	Jan. 1 to Nov. 11	1,545.56
Wm. P. Moran	do	Jan. 1 to July 30	1,046.71
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
W. S. McNairy	Fourth-class clerk	Jan. 1 to July 30	1,046.71
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
D. A. Denison	Third-class clerk	Whole year	1,600.00
J. E. Alexander	do	do	1,600.00
D. C. Morrison	do	Jan. 1 to July 30	930.43
Do	Second-class clerk	July 31 to Dec. 31	585.90

[1] 2 days' leave without pay.

List of clerks and other employees in the Navy Department, etc.—Continued.

Name.	Position.	Time employed.	Amount.
Bureau of Navigation—Continued.			
Frank Hamilton	Second-class clerk	Whole year	$1,400.00
A. W. Austin	do	do	1,400.00
E. A. Roderick	do	Jan. 1 to Sept. 30	1,050.00
Miss M. M. Heath	do	Oct. 1 to Dec. 31	350.00
H. W. Wells	First-class clerk	Whole year	1,200.00
Josephine Sullivan[1]	do	do	1,167.38
J. H. Kirkwood	do	do	1,200.00
John H. Brooks	do	Jan. 1 to July 30	697.83
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
Lenora C. Flood	do	Whole year	1,000.00
Martin A. Ryan[2]	Copyist, at $900	do	890.19
E. R. Gow	Copyist, at $720	Feb. 3 to Dec. 31	654.00
Isaac Tancil	Assistant messenger	Whole year	720.00
John A. Smith	Laborer	do	660.00
R. A. Tilghman	do	do	660.00
Chas. B. Wise	do	Jan. 1 to Jan. 31	56.80
Allen Feathers	do	Feb. 1 to Dec. 31	603.20
			26,920.21
Bureau of Ordnance.			
Joseph Brummett	Chief clerk	Whole year	1,800.00
C. K. Stellwagen	Assistant draftsman	do	1,800.00
J. R. Gisburne	Third-class clerk	do	1,600.00
E. S. Brandt	Second-class clerk	do	1,400.00
R. R. Bright	Assistant draftsman	do	1,400.00
F. S. Curtis	First-class clerk	do	1,200.00
Wm. B. Scott	Clerk, at $1,000	Jan. 1 to 15	41.66
Wm. E. Akin	do	Jan. 22 to Aug. 12	558.48
Roscoe Lamont	do	Aug. 13 to Dec. 31	383.20
Do	Copyist, at $900	Jan. 1 to Aug. 12	555.15
Wm. H. Scholz	do	Sept. 1 to Dec. 31	298.40
C. H. Middleton	Assistant messenger	Whole year	720.00
Chas. M. Hasselbach	Laborer	do	660.00
			12,416.89
Bureau of Construction and Repair.			
Darius A. Green	Chief clerk	Whole year	1,800.00
Wm. T. Powell	Draftsman	do	1,800.00
R. Knapp	Fourth-class clerk	Jan. 1 to July 30	1,046.71
Do	Third-class clerk	July 31 to Dec. 31	669.55
C. L. Hughes	do	Whole year	1,600.00
Chas. C. Dodge[3]	Assistant draftsman	4 months, 29 days	607.82
M. D. Routh[4]	do	Whole year	1,311.35
S. K. Behrend	Second-class clerk	do	1,400.00
Grace Willcox	First-class clerk	do	1,200.00
O. C. Fisher	Assistant messenger	do	720.00
Chas. D. Sydnor	Laborer	Jan. 1 to June 11	295.55
Prince Robinson	do	July 11 to Dec. 31	312.06
			12,763.04
W. H. H. Smith	Chief clerk	Whole year	1,800.00
B. F. Peters	Chief draftsman	do	2,250.00
A. M. P. Maschmeyer	Assistant draftsman	do	1,400.00
Sylvanus Jones	Second-class clerk	do	1,400.00
T. B. Snoddy	First-class clerk	Jan. 1 to May 1	402.20
W. M. Smith	do	May 2 to Dec. 31	797.80
T. C. Brecht	Assistant draftsman	Whole year	1,000.00
C. Russell Pickell	Assistant messenger	do	720.00
Moses Lacy	Laborer	do	660.00
Noble N. Snowdon	do	Jan. 1 to Apr. 3	170.44
Geo. E. Brown	do	Apr. 4 to Dec. 31	489.55
			11,089.99
Bureau of Supplies and Accounts.			
T. J. Lasier	Chief clerk	Jan. 1 to Apr. 30	598.30
N. S. Faucett[5]	do	May 1 to Dec. 31	1,084.33
James Patterson	Fourth-class clerk	Whole year	1,800.00
W. B. Gulick	do	do	1,800.00
W. G. Shock	Third-class clerk	do	1,600.00
H. M. Meade[6]	do	do	1,459.34
W. H. Doe	do	Jan. 1 to July 30	930.43
Do	Second-class clerk	July 31 to Dec. 31	585.90
N. S. Faucett	Third-class clerk	Jan. 1 to Apr. 30	531.90
J. Morrison	do	May 1	4.40
R. O. Holt	do	May 2 to Dec. 31	1,063.70
Do	Second-class clerk	Jan. 1 to May 1	469.25
Miss M. M. Heath	do	May 2 to July 30	344.85

[1] 10 days' leave without pay.
[2] 4 days' leave without pay.
Balance of year on leave without pay.
[4] 1½ days' leave without pay.
[5] 24 days' leave without pay.
[6] 32 days' leave without pay.

List of clerks and other employees in the Navy Department, etc.—Continued.

Name.	Position.	Time employed.	Amount.
Bureau of Supplies and Accounts—Cont'd.			
Dan'l R. Neal, jr	Second-class clerk	Whole year	$1,400.00
W. L. Barrington	do	Jan. 1 to July 30	814.10
Caroline Mytinger	Stenographer, at $1,400	Whole year	1,400.00
Miss M. M. Heath	do	Jan. 1 to May 1	469.25
T. B. Snoddy	do	May 2 to Dec. 31	930.75
Miss M. M. Heath	First-class clerk	July 31 to Sept. 30	202.16
S. T. Baldwin	do	Oct. 1 to Dec. 31	300.00
W. L. Barrington	do	July 31 to Dec. 31	502.16
Mrs. A. B. Bromwell	do	Whole year	1,200.00
J. A. Kinsley	do	do	1,200.00
W. D. Johnston	do	do	1,200.00
John A. Morgan	do	do	1,200.00
H. W. Smith	do	do	1,200.00
Wm. F. Reed	do	do	1,200.00
Mary E. Boggs	do	do	1,200.00
Elizabeth S. McCook[1]	do	do	1,193.50
Chas. F. Riehle	do	Jan. 1 to Feb. 15	153.30
Thos. B. Smith	do	Mar. 19 to Dec. 31	943.30
D. J. Evans	do	Jan. 1 to July 30	697.83
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
H. E. Quinn	First-class clerk	Jan. 1 to July 30	697.83
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
A. M. Eberly	Clerk	Whole year	1,000.00
S. T. Baldwin	Clerk, at $1,000	Jan. 1 to Sept. 30	750.00
Miss S. H. B. Mason	do	Oct. 1 to Dec. 31	250.00
W. W. Werntz	Copyist	Whole year	900.00
Kirk Holmes	Copist, at $900	Jan. 1 to May 9	321.45
Alvah R. Hann	do	June 7 to Dec. 31	509.34
Sam'l H. West	Assistant messenger	Whole year	720.00
P. B. Murphy	Laborer	do	660.00
Henry C. Tasker	do	Jan. 2 to Dec. 31	658.20
			36,982.57
Bureau of Medicine and Surgery.			
Chas. T. Earle	Chief clerk	Whole year	1,800.00
Benjamin White	Third-class clerk	do	1,600.00
W. S. Gibson	Second-class clerk	do	1,400.00
C. L. Kelsey	do	Jan. 1 to Feb. 28	229.40
R. E. Logan	do	Mar. 1 to Dec. 31	1,170.60
Wilmer Worth	First-class clerk	Whole year	1,200.00
Mrs. M. A. Pollard	do	Jan. 1 to July 30	697.83
Do	Clerk, at $1,000	July 31 to Dec. 31	418.50
Milo H. Sutliff	do	Whole year	1,000.00
J. W. Richardson	Assistant messenger	Jan. 1 to Apr. 10	199.76
W. W. Screws, jr	do	Nov. 17 to 13	13.70
M. S. Koonce	do	Nov. 14 to Dec. 31	93.86
Brook Shaw[2]	Laborer	Whole year	606.20
Jeff. H. Clark	Janitor	Jan. 1 to Mar. 15	123.30
Wm. McClarren	do	Mar. 16 to Dec. 31	476.67
Spencer Coleman	Laborer	Whole year	480.00
			11,509.82
Office of Judge-Advocate-General.			
Edwin P. Hanna	Fourth-class clerk	Whole year	1,800.00
J. E. Potts	do	Jan. 1 to Sept. 27	1,335.27
James Butler	do	Oct. 1 to Dec. 14	366.87
J. W. Crawford	Third-class clerk	Whole year	1,600.00
Halleck Donoho	Second-class clerk	Jan. 1 to July 30	814.10
Do	First-class clerk	July 31 to Dec. 31	502.16
Katie S. White	do	Whole year	1,200.00
Isabel Smith	do	do	1,200.00
Wm. M. Smith	Clerk, at $1,000	Jan. 1 to May 1	335.15
Kirk Holmes	do	May 10 to Dec. 31	642.84
John A. Simms	Laborer	Jan. 1 to Mar. 22	148.50
F. D. Allen	do	Mar. 23 to Dec. 31	511.50
			10,456.39
Office of the Naval Records of the Rebellion.			
Robert H. Woods	Fourth-class clerk	Whole year	1,800.00
H. B. Littlepage	do	do	1,800.00
Wm. B. Simon	Third-class clerk	do	1,600.00
Mrs. M. L. O'Donoghue	Second-class clerk	do	1,400.00
S. H. Gibson	do	do	1,400.00
P. J. Payn	First-class clerk	do	1,200.00
G. D. Carrow	do	Jan. 1 to July 11	635.87
C. M. Robinson	do	July 24 to 30	22.83
Do	Clerk, at $1,000	July 31 to Nov. 11	282.59
L. W. Grant	do	Nov. 12 to Dec. 31	135.83

[1] 2 days' leave without pay.

[2] 30 days' leave without pay.

List of clerks and other employees in the Navy Department, etc.—Continued.

Name.	Position.	Time employed.	Amount.
Office of the Naval Records of the Rebellion—Continued.			
Miss S. H. B. Mason	Clerks at $1,000	Jan. 1 to Sept. 30	$750.00
Eliza Wilkes	do	Oct 4 to Dec. 31	241.85
Mrs. A. H. Eastman	Copyist	Whole year	900.00
Miss N. D. Barney	do	do	900.00
Mrs. C. T. Armstrong	do	do	720.00
Miss Frances B. de Kraft	do	do	720.00
Margaret F. Ford	do	do	720.00
Elizabeth T. Parker	do	do	720.00
			15,948.97
Library of the Navy Department.			
Patrick O'Dea	Clerk	Whole year	1,000.00
W. R. Browne	Assistant messenger	do	720.00
John M. Evans	Laborer	do	660.00
			2,380.00
Naval Observatory.			
A. N. Skinner	Assistant astronomer	Whole year	2,000.00
H. M. Paul	do	do	1,800.00
Geo. A. Hill	do	do	1,800.00
Thos. Harrison	Fourth-class clerk	do	1,800.00
Wm. F. Gardner	Instrument maker	do	1,500.00
John N. James	Electrician	do	1,500.00
Chas. T. Fellows	Photographer	do	1,200.00
F. E. Dennett	Computer	do	1,200.00
T. B. Littell	do	do	1,200.00
Theo. I. King	do	do	1,200.00
E. A. Boeger	do	do	1,200.00
Wm. M. Brown	do	Mar. 7 to Dec. 31	983.33
Wm. D. Horigan	Assistant librarian	Whole year	1,200.00
Robt. H. Coker	Copyist	do	900.00
Theodore F. Perry	Carpenter	do	1,000.00
Edward Walker	Engineer	do	1,000.00
William Weast	Fireman	do	720.00
Geo. S. Owen	do	Jan. 1 to May 4	247.21
Danl. R. Nihion	do	May 5 to Dec. 31	472.71
Dennis Horigan	Watchman	Whole year	720.00
Nicholas Cahill	do	do	720.00
Wm. Henderson	do	do	720.00
James Burnes	do	do	720.00
Jos. M. Curran	do	Jan. 1 to Mar. 25; Apr. 17 to Dec. 31.	676.37
W. T. Holland	do	Mar. 26 to Apr. 16.	43.63
J. W. Davison	do	Whole year	720.00
Wm. M. Gorman	Skilled laborer	do	1,000.00
Geo. Anderson	do	do	720.00
Richd. K. Morris	Elevator conductor	Sept. 4 to Dec. 31	232.83
James Kelley	Laborer	Whole year	660.00
Wm. H. Malvin	do	do	660.00
Wm. H. Harris	do	do	660.00
Alfred Turner	do	do	660.00
Wm. C. Cornell	do	do	660.00
Guy Beall	do	do	660.00
Ernest M. Rowe	do	do	660.00
Saml. H. Watson	do	Jan. 1 to Mar. 23	150.35
J. C. Bronough	do	Mar. 24 to Dec. 31	509.65
John Lamkin	do	Jan. 1 to June 30	330.00
Joseph Watson	do	July 11 to Oct. 31	202.66
Chas. E. Rodgers	do	Nov. 5 to Dec. 31	102.23
Henry Clay	do	Jan. 1 to Apr. 16; May 3 to May 10.	208.51
John C. Hart	do	Apr. 17 to Dec. 31	465.99
John Draley	do	Jan. 1 to Apr. 19	199.45
Geo. W. Huff	do	Apr. 20 to Apr. 30.	19.95
T. G. Wrenn[1]	do	May 11 to Dec. 31	392.89
			36,397.76
Nautical Almanac Office.			
E. J. Loomis	Assistant	Whole year	1,600.00
C. Keith	do	do	1,600.00
W. S. Harshman	do	do	1,600.00
H. B. Hedrick	do	do	1,400.00
H. L. Rice	do	do	1,400.00
W. Auhagen	do	do	1,200.00
A. Doolittle	do	do	1,200.00
E. C. Ruebsam	do	do	1,200.00
H. Mann	do	do	1,000.00
Jas. Robertson	do	do	1,000.00

[1] 16½ days' leave without pay.

List of clerks and other employees in the Navy Department, etc.—Continued.

Name.	Position.	Time employed.	Amount.
Nautical Almanac Office.			
Mrs. E. F. Rowley	Copyist and typewriter	Whole year	$900.00
J. C. Hart	Assistant messenger	Jan. 1 to Apr. 16	211.63
W. T. Holland	do	Apr. 17 to Oct. 3	334.22
T. D. Hall	do	Oct. 4 to Nov. 6	66.49
C. F. Kirk	do	Nov. 7 to Dec. 31	107.56
A. Feathers	Laborer	January, 1894	56.80
M. S. Koonce	do	Feb. 1 to Nov. 13	517.22
G. A. O'Donnoghue	do	Nov. 17 to Dec. 31	80.71
			15,474.53
Hydrographic Office.			
John S. Stodder	Second-class clerk	Whole year	1,400.00
T. S. O'Leary	do	Jan. 1 to Sept. 23	1,023.30
R. H. Orr	do	Sept. 24 to Dec. 31	376.63
Miss A. C. Vogel	First-class clerk	Whole year	1,200.00
W. H. Wilson	Assistant messenger	do	720.00
John A. Gordan	Watchman	Jan. 1 to Mar. 10	138.00
Anthony Twyman	do	Mar. 11 to Dec. 31	582.00
G. W. Littlehales	Assistant	Whole year	2,200.00
Boynton Leach	do	do	2,000.00
Mrs. V. G. Smith	Custodian of archives	do	1,100.00
Eliza A. Scott	Copyist	do	900.00
Miss M. M. Smith	do	do	900.00
G. Herrle	Chief draftsman	do	2,000.00
H. G. Brewer	Draftsman	do	1,600.00
A. C. Roberts	do	do	1,600.00
E. E. Court	do	do	1,500.00
C. P. Bolles	do	do	1,500.00
Gregor Noetzel	do	do	1,500.00
Leon Dessez	do	do	1,400.00
W. M. Whiting	do	do	1,400.00
W. R. Hesselbach	do	Jan. 1 to Apr. 17	385.70
A. Klakring	do	May 1 to Dec. 31	1,267.90
C. E. Birch	Chief engraver	Whole year	2,000.00
J. A. Waddey	Engraver	do	1,800.00
Max Franke	do	do	1,600.00
W. P. Sefton	do	do	1,500.00
C. A. Kolb	do	do	1,500.00
J. L. Hazzard	do	do	1,400.00
A. G. Erni	do	do	1,400.00
Thomas Devine	Chief plate printer	do	1,300.00
R. W. Johnson	Plate printer	do	1,000.00
C. A. Stephenson	do	do	1,000.00
M. W. Fernandez	do	do	700.00
Jos. N. Mayne	Laborer	do	660.00
Lincoln Brown	do	do	660.00
Henry A. Campbell	do	do	660.00
F. Buisson	do	Jan. 1 to Mar. 15	135.68
J. H. Williamson, jr	do	Mar. 28 to Dec. 31	502.33
Geo. A. Donnoghue	do	Jan 1. to Nov. 16	579.29
John Dixon	do	Nov. 17 to Dec. 31	80.71
L. D. Schaeffer	do	Jan. 1 to Apr. 10	183.13
R. L. Lerch	Nautical expert	12 months	1,441.73
R. H. Orr	do	8 months, 23 days	1,022.72
T. S. O'Leary	do	3 months, 7 days	430.43
R. C. Ray	do	12 months	1,200.00
W. T. Gray	do	11 months, 24 days	1,035.04
J. T. McMillan	do	3 months, 7 days	430.43
Chas. W. Stewart	do	2 months, 20 days	220.42
Irving Blount	do	1 month, 29 days	161.29
James Page	Meteorologist	2 months, 24 days	323.63
Miss S. O. Jones	Stenographer and typewriter.	12 months	999.96
O. J. Field	Copist and typewriter	do	994.60
E. W. Callahan	Copyist	do	900.00
Cyrus C. Wells	do	10 months, 21 days	842.04
Nellie H. Crocker	do	4 months	238.80
J. Minnie Holmes	do	1 month, 29 days	117.34
J. S. Latimer	Draftsman	12 months	1,200.00
J. W. Stearns	do	do	1,140.00
L. F. von Wimpffen	do	4 months	466.64
W. M. Dougal	Engraver	12 months	1,599.96
A. C. Ruebsam	do	do	1,599.96
V. L. Ourdan	do	269 days	1,345.00
R. A. Daniel	do	10 months	833.30
Mrs. E. V. Smith	do	208½ days	416.99
R. F. Barnes	Extra work on charts	4 months	333.32
J. C. Forrest	Apprentice	12 months	615.00

List of clerks and other employees in the Navy Department, etc.—Continued.

Name.	Position.	Time employed.	Amount.
Hydrographic Office—Continued.			
Chas. G. Dougherty	Apprentice	6 months	$150.00
Fred. Ely	do	do	150.00
W. Scott	do	2 months	83.32
D. P. Swope	do	do	95.83
Louis B. Diggins	do	1 month, 12 days	35.00
Smith Thompson	Helper	12 months	399.96
Pleasant Hammond	do	156 days	234.00
Cornelius Jenkins	do	313 days	313.00
W. R. Johnson	do	156 days	156.00
			66,880.38

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 262.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

CALLING

Attention to the fact that the printing bill does not authorize the printing of the tabular statement showing the expenditures of appropriations made for the Indian Department, as required by the act of March 3, 1875.

JANUARY 29, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 26, 1895.

SIR: The Indian appropriation act of March 3, 1875 (18 Stats., 450), provides, section 8—

That hereafter, the Secretary of the Interior cause to be prepared and delivered to the Public Printer, on or before the first day of November in each year, a tabular statement of the items paid out up to the date of the appropriations made for the Indian Department for the fiscal year previously ending, each item being placed under the appropriation from which it was paid in such manner as to show the disposition made of each appropriation and the amount unexpended of each; also an itemized statement of the salaries and incidental expenses paid at each agency for the said year, and the appropriations out of which paid, and the number of Indians at each agency; and that the same be laid before Congress on the first day of the succeeding session; and that the report of the Commissioner of Indian Affairs, with the reports of agents, be printed and laid before Congress on the first day of the said session.

In compliance with this provision the inclosed statements were transmitted to the Public Printer and returned by him with his letter of 19th instant, (copy herewith), in which he informs the Department that the act of January 12, 1895, entitled "An act providing for the public printing and binding and the distribution of public documents" (Public, No. 15), does not authorize the printing of these statements.

The matter is presented for such action as may be deemed proper.

Very respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE PUBLIC PRINTER,
Washington, D. C., January 19, 1895.

SIR: I have to acknowledge the receipt of your favor of the 18th, transmitting the statements of disbursements and expenses of the Indian Service for the fiscal year ending June 30, 1894, as required by the act of March 3, 1875, (18 Stats., 450).

As the act providing for public printing and binding and the distribution of public documents, approved January 12, 1895, does not authorize the printing of these statements, I return them herewith that you may transmit them to Congress for an order for printing.

Respectfully,

TH. E. BENEDICT,
Public Printer.

WILLIAM H. SIMS, Esq.
First Assistant Secretary,
Department of the Interior.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, January 24, 1895.

SIR: I have the honor to acknowledge the receipt by your reference of the 22d instant for such action as I may deem proper, of a communication from the Public Printer returning the statements of disbursements and expenses of the Indian Service for the fiscal year ending June 30, 1894, as required by the act of March 3, 1875, (18 Stats., 450), in which he says that "As the act providing for public printing and binding and the distribution of public documents approved January 12, 1895, does not authorize the printing of these statements, I return them herewith that you may transmit them to Congress for an order for printing."

I have the honor to return the statements above referred to, to you, and respectfully ask that you cause the same to be transmitted to Congress for the action of that body.

The letter of the Public Printer is returned herewith.

Very respectfully,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

TABULAR STATEMENTS.

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Aggregate	7, 853, 240. 38	46, 289. 15	12, 798. 03	4, 840. 00	14, 379. 63	.....
Current and contingent expenses.						
Pay of Indian agents, 1894	88, 800. 00	46, 289. 15	.....	.....	.....	.....
Pay of interpreters, 1894	15, 000. 00	.....	.....	.....	14, 379. 63	.....
Pay of Indian inspectors, 1894	15, 000. 00	.....	.....	.....	.....	.....
Traveling expenses of Indian inspectors, 1894	7, 000. 00	.....	.....	.....	.....	.....
Pay of Indian school superintendent, 1894	3, 000. 00	.....	.....	.....	.....	.....
Traveling expenses of Indian school superintendent, 1894	2, 000. 00	.....	.....	.....	.....	.....
Buildings at agencies and repairs, 1894	20, 000. 00	.....	.....	.....	.....	.....
Contingencies, Indian department, 1894	40, 000. 00	.....	12, 798. 03	.....	.....	.....
Expenses of Indian commissioners, 1894	5, 000. 00	.....	.....	.....	.....	.....
Fulfilling treaties with and support of Indian tribes (treaty obligations).						
Fulfilling treaties with—						
Apaches, Kiowas, and Comanches	30, 000. 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes	20, 000. 00	.....	.....	.....	.....	.....
Chickasaws	3, 000. 00	.....	.....	.....	.....	.....
Chippewas, Pillagers, and Lake Winnebagoshish bands	22, 666. 66	.....	.....	.....	.....	.....
Choctaws	33, 032. 89	.....	.....	.....	.....	.....
Cœur d'Alenes	8, 000. 00	.....	.....	.....	.....	.....
Columbias and Colvilles	1, 000. 00	.....	.....	.....	.....	.....
Creeks	49, 968. 40	.....	.....	.....	.....	.....
Crows	30, 000. 00	.....	.....	.....	.....	.....
Fort Hall Indians	6, 000. 00	.....	.....	.....	.....	.....
Indians at Blackfeet Agency	150, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Belknap Agency	115, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Berthold Agency	80, 000. 00	.....	.....	.....	.....	.....
Indians at Fort Peck Agency	165, 000. 00	.....	.....	.....	.....	.....
Iowas	2, 875. 00	.....	.....	.....	.....	.....
Iowas in Oklahoma	3, 600. 00	.....	.....	.....	.....	.....
Kansas	6, 750. 00	.....	.....	.....	.....	.....
Kickapoos	3, 614. 87	.....	.....	.....	.....	.....
Osages	3, 456. 00	.....	.....	.....	.....	.....
Otoes and Missourias	5, 000. 00	.....	.....	.....	.....	.....
Pawnees	30, 000. 00	.....	.....	.....	.....	.....
Pottawatomies	20, 647. 65	.....	.....	.....	.....	.....
Sacs and Foxes of the Mississippi	51, 000. 00	.....	.....	.....	.....	.....
Sacs and Foxes of the Missouri	7, 870. 00	.....	.....	.....	.....	.....
Seminoles	28, 500. 00	.....	.....	.....	.....	.....
Senecas	3, 690. 00	.....	.....	.....	.....	.....
Senecas of New York	11, 902. 50	.....	.....	.....	.....	.....
Shawnees	5, 000. 00	.....	.....	.....	.....	.....
Eastern Shawnees	1, 030. 00	.....	.....	.....	.....	.....
Sioux, Yankton tribe	15, 000. 00	.....	.....	.....	.....	.....
Sisseton and Wahpeton Indians	21, 400. 00	.....	.....	.....	.....	.....
Six Nations of New York	4, 500. 00	.....	.....	.....	.....	.....
Spokanes	25, 500. 00	.....	.....	.....	.....	.....
Winnebagoes	44, 162. 47	.....	.....	.....	.....	.....
Support of, as follows:						
Apaches, Kiowas, and Comanches, clothing, 1894	11, 000. 00	.....	.....	.....	.....	.....
Apaches, Kiowas, and Comanches, employees, 1894	7, 200. 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes, clothing, 1894	12, 000. 00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes, employees, 1894	6, 500. 00	.....	.....	.....	.....	.....
Chippewas of the Mississippi, 1894	4, 000. 00	.....	.....	.....	.....	.....
Cœur d'Alenes, 1894	3, 500. 00	.....	.....	.....	.....	.....
Columbias and Colvilles, 1894	6, 000. 00	.....	.....	.....	.....	.....
Crows, clothing, 1894	15, 000. 00	.....	.....	.....	.....	.....
Crows, employees, etc., 1894	6, 000. 00	.....	.....	.....	.....	.....
Crows, subsistence, 1894	30, 000. 00	.....	.....	.....	.....	.....
Molels, 1894	3, 000. 00	.....	.....	.....	.....	.....
Nez Perces, 1894	6, 000. 00	.....	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, clothing, 1894	17, 000. 00	.....	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, employees, 1894	9, 000. 00	.....	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1894.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies, and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
30,996.47	472.20	10,389.99	1,338,400.77	793,895.79	332,564.05	33,556.12	11,439.54	875,551.57	317,796.13
19,197.04									
		82.56	169.90	4,455.85					10,767.08
								3,000.00	
								3,000.00	
				5,000.00				10,666.66	
								33,032.89	
								49,968.40	
			9,855.58						
			3,062.04	2,870.81					
			19,178.88						
			54,492.77						
		321.83	22,636.75	39,779.39					
								3,600.00	
		12.50		31.27					3,780.73
								30,000.00	
								20,647.65	
								51,000.00	
								4,096.96	
								28,500.00	
				66.17				3,160.00	399.99
								11,902.50	
								5,000.00	
								500.00	
			3,794.31						
								21,400.00	
				3,500.00				1,000.00	
			795.36	451.29					
			200.00	1,013.41				24,700.80	2,537.50
				10,000.00					
									5,166.53
				12,000.00					
									4,249.75
									2,268.64
									4,565.78
				14,532.55					
									4,574.42
			30,000.00						
									4,102.39
				13,133.59					
									6,952.72

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Fulfilling treaties with and support of Indian tribes (treaty obligations)—Cont'd.						
Support of—Continued.						
Northern Cheyennes and Arapahoes, subsistence and civilization, 1894	*Dollars.* 75,000.00	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.* .....
Pawnees, schools, 1894	10,000.00	.....	.....	.....	.....	.....
Pawnees, employees, etc., 1894	6,600.00	.....	.....	.....	.....	.....
Pawnees, iron and steel, etc., 1894	500.00	.....	.....	.....	.....	.....
Quapaws, education, 1894	1,000.00	.....	.....	.....	.....	.....
Quapaws, employees, etc., 1894	500.00	.....	.....	.....	.....	.....
Sacs and Foxes of Missouri, 1894	200.00	.....	.....	.....	.....	.....
Spokanes, 1894	2,000.00	.....	.....	.....	.....	.....
Sioux, Yankton tribe, 1894	35,000.00	.....	.....	.....	.....	.....
Bannocks, clothing, 1894	5,000.00	.....	.....	.....	.....	.....
Bannocks, employees, 1894	5,000.00	.....	.....	.....	.....	.....
Shoshones, clothing, 1894	10,000.00	.....	.....	.....	.....	.....
Shoshones, employees, 1894	6,000.00	.....	.....	.....	.....	.....
Confederated bands of Utes, employees, 1894	13,520.00	.....	.....	.....	.....	.....
Confederated bands of Utes, beneficial objects, 1894	30,220.00	.....	.....	.....	.....	.....
Confederated bands of Utes, subsistence, 1894	30,000.00	.....	.....	.....	.....	.....
Sioux of different tribes, clothing, 1894	125,000.00	.....	.....	.....	.....	.....
Sioux of different tribes, beneficial objects, 1894	160,000.00	.....	.....	.....	.....	.....
Sioux of different tribes, subsistence and civilization, 1894	1,150,000.00	.....	.....	.....	.....	.....
Sioux of different tribes, employees, 1894	32,500.00	.....	.....	.....	.....	.....
Sioux of different tribes, schools, Santee, Sioux and Crow Creek agencies, 1894	6,000.00	.....	.....	.....	.....	.....
Miscellaneous support, gratuities.						
Apaches, Kiowas, Comanches, and Wichitas, 1894	125,000.00	.....	.....	.....	.....	.....
Cheyennes and Arapahoes, subsistence and civilization, 1894	75,000.00	.....	.....	.....	.....	.....
Chippewas of Lake Superior, 1894	7,125.00	.....	.....	.....	.....	.....
Chippewas of Red Lake and Pembina, 1894	10,000.00	.....	.....	.....	.....	.....
Chippewas of Turtle Mountain band, 1894	13,000.00	.....	.....	.....	.....	.....
Chippewas on White Earth Reservation, 1894	10,000.00	.....	.....	.....	.....	.....
Confederated tribes and bands in middle Oregon, 1894	6,000.00	.....	.....	.....	.....	.....
D'Wamish and other allied tribes in Washington, 1894	7,000.00	.....	.....	.....	.....	.....
Flatheads and other confederated tribes, 1894	10,000.00	.....	.....	.....	.....	.....
Flatheads, Carlos band, 1894	12,000.00	.....	.....	.....	.....	.....
Hualapais in Arizona, 1894	7,500.00	.....	.....	.....	.....	.....
Indians in Arizona and New Mexico, 1894	200,000.00	.....	.....	.....	.....	.....
Indians of Fort Hall Reservation, 1894	10,000.00	.....	.....	.....	.....	.....
Indians of Klamath Agency, 1894	5,000.00	.....	.....	.....	.....	.....
Indians of Lemhi Agency, 1894	14,000.00	.....	.....	.....	.....	.....
Kansas Indians, 1894	2,500.00	.....	.....	.....	.....	.....
Kickapoos, 1894	5,000.00	.....	.....	.....	.....	.....
Makahs, 1894	4,000.00	.....	.....	.....	.....	.....
Mission Indians, 1894	10,000.00	.....	.....	.....	.....	.....
Modocs in the Indian Territory, 1894	4,000.00	.....	.....	.....	.....	.....
Moquis, 1894	6,000.00	.....	.....	.....	.....	.....
Navajoes, 1894	7,500.00	.....	.....	.....	.....	.....
Nez Perces in Idaho, 1894	6,500.00	.....	.....	.....	.....	.....
Nez Perces of Joseph's band, 1894	12,000.00	.....	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, Tongue River, 1894	25,000.00	.....	.....	.....	.....	.....
Poncas, 1894	18,000.00	.....	.....	.....	.....	.....
Quinaielts and Quillehutes, 1894	4,000.00	.....	.....	.....	.....	.....
Seminoles in Florida, 1894	6,000.00	.....	.....	.....	.....	.....
Shoshones in Nevada, 1894	10,000.00	.....	.....	.....	.....	.....
Shoshones in Wyoming, 1894	15,000.00	.....	.....	.....	.....	.....
Sioux of Devils Lake, 1894	6,000.00	.....	.....	.....	.....	.....
Sklallams, 1894	3,000.00	.....	.....	.....	.....	.....
Tonkawas, 1894	5,000.00	.....	.....	.....	.....	.....
Walla-Walla, Cayuse, and Umatilla tribes, 1894	6,500.00	.....	.....	.....	.....	.....
Yakamas and other Indians, 1894	10,000.00	.....	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies, and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	301.03	47,797.27	18,795.15	.....	.....	.....	.....	172.51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	6.26	.....	.....	.....	.....	.....	.....	4,786.64
.....	.....	.....	.....	206.55	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	29.00	.....	.....	.....	.....	256.74
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	239.23	14,172.45	16,049.33	.....	.....	.....	.....	2,365.09
.....	.....	.....	.....	4,773.35	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,283.21
.....	.....	.....	3,586.97	6,413.03	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,110.92
.....	.....	.....	.....	.....	.....	.....	.....	.....	11,481.46
.....	.....	481.02	.....	29,369.17	.....	.....	.....	.....	.....
.....	.....	.....	30,000.00	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	125,000.00	.....	.....	.....	.....	.....
.....	.....	2,286.78	2,228.52	137,593.71	.....	.....	.....	.....	.....
.....	.....	170.71	760,636.65	132,262.91	57,524.20	.....	.....	.....	32,283.87
.....	.....	.....	.....	.....	.....	.....	.....	.....	23,987.31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	184.59	96,509.93	21,659.51	.....	.....	.....	.....	5,060.31
.....	.....	16.84	57,711.70	10,450.67	.....	.....	.....	.....	4,302.46
.....	.....	91.59	1,118.95	747.67	.....	.....	.....	.....	3,800.00
.....	.....	242.36	777.54	3,437.53	.....	.....	.....	.....	3,745.00
.....	.....	95.37	7,767.90	4,430.15	.....	.....	.....	.....	400.00
.....	.....	171.52	2,472.37	3,442.67	.....	.....	.....	.....	3,168.54
.....	.....	76.39	453.22	1,146.06	.....	.....	.....	.....	1,303.95
.....	.....	229.65	798.52	686.31	.....	.....	.....	.....	1,425.00
.....	.....	259.00	1,268.98	4,104.37	.....	.....	.....	.....	2,479.48
.....	.....	.....	1,556.62	3,603.72	.....	.....	.....	.....	3,483.26
.....	.....	.....	7,175.00	.....	.....	.....	.....	.....	.....
.....	.....	767.50	841,614.06	48,881.37	.....	.....	.....	.....	11,793.34
.....	.....	159.05	5,254.82	3,409.72	.....	.....	.....	.....	1,000.00
.....	.....	237.95	148.05	1,470.08	.....	.....	.....	.....	2,719.89
.....	.....	157.32	5,620.69	2,916.96	.....	.....	.....	.....	2,740.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	600.00
.....	.....	103.85	.....	2,446.67	36.45	.....	.....	.....	1,700.00
.....	.....	130.23	38.00	277.45	.....	.....	.....	.....	1,070.11
.....	.....	435.78	759.59	3,802.43	.....	.....	.....	.....	1,551.05
.....	.....	30.34	204.67	2,120.05	.....	.....	.....	.....	1,498.35
.....	.....	.....	.....	5,570.39	.....	.....	.....	.....	.....
.....	.....	163.59	233.38	2,043.51	.....	.....	.....	.....	3,358.04
.....	.....	.....	.....	4,732.41	.....	.....	.....	.....	1,320.00
.....	.....	341.99	2,065.77	7,327.44	.....	.....	.....	.....	.....
.....	.....	.....	24,982.40	7.68	.....	.....	.....	.....	.....
.....	.....	200.68	1,761.59	5,095.76	.....	.....	.....	.....	5,344.22
.....	.....	65.80	.....	231.60	.....	.....	.....	.....	1,606.00
.....	.....	.....	.....	1,308.58	.....	.....	.....	.....	3,691.21
.....	.....	108.75	2,134.28	704.77	.....	.....	.....	.....	4,677.40
.....	.....	10.93	12,064.39	2,663.17	.....	.....	.....	.....	.....
.....	.....	112.43	621.03	1,670.29	.....	.....	.....	.....	2,876.07
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000.00
.....	.....	30.76	.....	1,232.68	.....	.....	.....	.....	719.99
.....	.....	286.00	.....	1,343.90	.....	.....	.....	.....	3,820.00
.....	.....	192.07	718.27	1,224.62	.....	.....	.....	.....	4,520.96

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Trust funds.						
Interest on—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Cherokee national fund	25,640.00					
Cherokee school fund	1,630.00					
Chickasaw national fund	19,820.00					
Choctaw general fund	27,000.00					
Iowa fund	3,280.00					
Delaware general fund	2,070.00					
Menomonee fund	950.00					
Indian schools.						
Incientals in—						
Arizona, employees, 1894	8,000.00					
Arizona, including support and civilization, 1894	12,000.00					
California, employees, 1894	10,000.00					
California, including support and civilization, 1894	14,000.00					
Colorado, 1894	1,500.00					
North Dakota, 1894	1,500.00					
South Dakota, 1894	3,500.00					
Idaho, 1894	1,000.00					
Montana, 1894	4,000.00					
Nevada, employees, 1894	6,000.00					
Nevada, including support and civilization, 1894	14,000.00					
New Mexico, including employees and support and civilization, 1894	5,000.00					
Oregon, employees, 1894	6,000.00					
Oregon, including support and civilization, 1894	10,000.00					
Utah, including employees and support and civilization, 1894	8,000.00					
Washington, including employees and support and civilization, 1894	16,000.00					
Wyoming, 1894	1 000.00					
Indian schools.						
Support, 1894	1,075,000.00					
Stock cattle, 1894	25,000.00					
In States, 1894	75,000.00					
In Minnesota for Chippewas, 1894	15,000.00					
Albuquerque, N. Mex., 1894	50,550.00					
Banning, Cal., 1894	12,500.00					
Blackfeet Agency, Mont., 1894	12,500.00					
Carlisle, Pa., 1894	106,000.00					
Carson City, Nev., 1894	22,500.00					
Cherokee, N. C., 1894	14,760.00					
Chilocco, Ind. T., 1894	44,750.00					
Clontarf, Minn., 1894	15,000.00					
Flandreau, S. Dak., 1894	22,000.00					
Fort Mojave, Ariz., 1894	26,750.00					
Fort Totten, N. Dak., 1894	41,880.00					
Genoa, Nebr., 1894	57,775.00					
Grand Junction, Colo., 1894	25,675.00					
Hampton, Va, 1894	20,040.00					
Lawrence, Kans., 1894	87,000.00					
Lincoln Institution, Philadelphia, Pa., 1894	33,400.00					
Mount Pleasant, Mich., 1894	27,375.00					
Perris, Cal., 1894	22,200.00					
Phœnix, Ariz., 1894	26,550.00					
Pierre, S. Dak., 1894	28,550.00					
Pipestone, Minn., 1894	15,020.00					
Rensselaer, Ind., 1894	8,330.00					
St. Ignatius Mission, Mont., 1894	45,000.00					
Salem, Oreg., 1894	48,500.00					
Santa Fe, N. Mex., 1894	28,250.00					
Shoshone Reservation, Wyo., 1894	24,875.00					
Tomah, Wis., 1894	11,770.00					
Umatilla Reservation, Oreg., 1894	6,000.00					
Wabash, Ind., 1894	10,020.00					
Transportation	40,000.00					

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.

Buildings at agencies, and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
								25,640.00	
								1,630.00	
								19,820.00	
								27,000.00	
								3,280.00	
								2,070.00	
				950.00					
									5,753.46
		436.72	4,459.24	2,933.65					1,335.23
		412.66	5,013.70	5,090.62					
				749.36					
		20.00		120.60					
				159.43					
				123.97					
				315.36					
									5,964.41
			4,723.70	6,919.86	3.40				
		17.25	296.14	1,415.40					1,000.00
				345.00					5,141.49
		330.21	1,710.05	2,888.73					
				1,722.10					4,691.76
		368.90	1,258.77	4,715.03					6,639.41
				538.48					

Statement of disbursements made from the appropriations for the

Heads of appropriations.	Amount appropriated.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.				
		Pay of Indian agents.	Pay of special agents.	Pay of matrons.	Pay of interpreters.	Pay of judges Indian courts.
Indian schools—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Buildings	40,000.00					
Phœnix, Ariz., buildings	10,000.00					
Santa Fe, N. Mex., buildings	6,300.00					
Tomah, Wis., buildings	10,000.00					
Mount Pleasant, Mich., purchase of land	10,000.00					
Miscellaneous.						
Pay of Indian police, 1894	150,000.00					
Pay of farmers, 1894	70,000.00					
Pay of judges, Indian courts, 1894	12,540.00					11,799.43
Pay of matrons, 1894	5,000.00			4,840.00		
Telegraphing and purchase of Indian supplies, 1894	45,000.00					
Transportation of Indian supplies, 1894	275,000.00					
Vaccination of Indians, 1894	1,000.00					
Flour mill, Pima Agency, Ariz., 1894	1,500.00					
Surveying and allotting Indian reservations, 1894	25,000.00					
Advance interest to Chippewas in Minnesota, reimbursable	90,000.00					
Aiding Indian allottees, under act of Feb. 8, 1887, reimbursable	15,000.00					
Allotments under act of Feb. 8, 1887, reimbursable	40,000.00					
Consolidating Crow Creek and Lower Brule agencies, S. Dak	50,000.00					
Ditches and reservoirs for Navajoes	40,000.00					
Education, Sioux Nation	100,000.00					
Irrigation, Indian reservations	40,000.00					
Negotiating with Indians for lands	15,000.00					
Removal and subsistence of Eastern Band of Cherokees	20,000.00					
Relief of Shebits in Utah	2,500.00					
Substation, Flathead Agency, Mont	3,500.00					
Payment to scouts and soldiers of Sisseton, Wahpeton, Medawakanton, and Wahpakoota Sioux	30,666.66					
Relief and civilization of Chippewas in Minnesota, reimbursable	75,000.00					
Surveying and allotting lands for Chippewas in Minnesota, reimbursable	25,000.00					
Sale and allotments of Umatilla Reservation, reimbursable	5,000.00					
Commission to negotiate with Cherokees and other Indians	15,000.00					
Commission Puyallup Reservation, reimbursable	20,000.00					
Indian schools, stock cattle, 1893, 1894	10,000.00					
Indian schools, Genoa, Nebr., buildings and supplies	6,662.38					
Indian exhibit, World's Columbian Exposition	25,000.00					
Civilization and support of Digger Indians of California	10,000.00					
Payment to Tonkawas in Oklahoma for lands	30,600.00					
Payment to Pawnees in Oklahoma for lands	80,000.00					
Allotments to Pawnees in Oklahoma	5,000.00					
Delaware general fund	33.90					
Pawnee fund	960.00					
Payment to George W. Moffitt, Cheyenne and Arapaho Agency	1,000.00					
Payment for cession of the Cherokee Outlet	295,736.00					
Appraisal of improvements and removal of intruders, Cherokee Outlet	5,000.00					
Examination of accounts of Cherokee Nation	5,000.00					
Surveying allotments for Five Civilized Tribes	25,000.00					
Commission, Five Civilized Tribes	50,000.00					
Costs incurred by Indians in land contests	5,000.00					

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.									
Buildings at agencies, and repairs.	Vaccination of Indians.	Medicines and medical supplies.	Subsistence supplies.	Agricultural and miscellaneous supplies.	Expenses of transportation and storage.	Purchase and inspection of annuity goods and supplies.	Advertising expenses and telegraphing.	Payments of annuities in money.	Pay of regular employees at agencies.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
									65,902.46
						33,556.12	11,439.54		
					275,000.00				
	472.20								
									1,500.00
								90,000.00	
								23,734.91	
				33,391.48					
								4,975.00	
								79,489.80	
								295,736.00	

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Aggregate	18,399.74	2,030,902.21	90,412.13	11,570.94	2,525.83	7,297.10
Current and contingent expenses.						
Pay of Indian agents, 1894						
Pay of interpreters, 1894						
Pay of Indian inspectors, 1894						
Traveling expenses of Indian inspectors, 1894						
Pay of Indian school superintendent, 1894		2,991.70				
Traveling expenses of Indian school superintendent, 1894		1,462.82				
Buildings at agencies and repairs, 1894						
Contingencies, Indian department, 1894	805.50			3,221.65	2,525.83	2,330.40
Expenses of Indian commissioners, 1894						
Fulfilling treaties with and support of Indian tribes (treaty obligations)						
Fulfilling treaties with—						
Apaches, Kiowas, and Comanches						
Cheyennes and Arapahoes						
Chickasaws						
Chippewas, Pillagers, and Lake Winnebagoshish bands						
Choctaws						
Cœur d'Alenes						
Columbias and Colvilles						
Creeks						
Crows						
Fort Hall Indians						
Indians at Blackfeet Agency						
Indians at Fort Belknap Agency						
Indians at Fort Berthold Agency						
Indians at Fort Peck Agency						
Iowas						
Iowas in Oklahoma						
Kansas						
Kickapoos						
Osages		3,146.16				
Otoes and Missourias			585.00			
Pawnees						
Pottawatomies						
Sacs and Foxes of the Mississippi						
Sacs and Foxes of the Missouri						
Seminoles						
Senecas						
Senecas of New York						
Shawnees						
Eastern Shawnees						
Sioux, Yankton tribe						
Sisseton and Wahpeton Indians						
Six Nations of New York						
Spokanes	1,528.75		4,541.55			
Winnebagoes	45.50		1,672.25			
Support of, as follows:						
Apaches, Kiowas, and Comanches, clothing, 1894						
Apaches, Kiowas, and Comanches, employees, 1894		963.47	985.17			
Cheyennes and Arapahoes, clothing, 1894						
Cheyennes and Arapahoes, employees, 1894			1,412.21			
Chippewas of the Mississippi, 1894		3,990.00				
Cœur d'Alenes, 1894						
Columbias and Colvilles, 1894			1,015.65			
Crows, clothing, 1894						
Crows, employees, etc., 1894			1,185.55			
Crows, subsistence, 1894						
Molels, 1894		2,868.36				

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Miscellaneous.	In hands of agents.		
Dollars. 124,039.06	*Dollars.* 5,966.50	*Dollars.* 60,625.56	*Dollars.* 21,442.60	*Dollars.* 4,974.06	*Dollars.* 141,149.00	*Dollars.* 2,937.79	*Dollars.* 6,342,674.17	*Dollars.* 1,507,628.42
							46,289.15	42,510.85
							14,379.63	620.37
			14,576.07				14,576.07	423.93
			6,866.53				6,866.53	133.47
							2,991.70	8.30
							1,462.82	537.18
							19,197.04	802.96
					107.75		37,264.55	2,735.45
				4,974.06			4,974.06	25.94
								30,000.00
								20,000.00
							3,000.00	
							15,666.66	7,000.00
							33,032.89	
								8,000.00
								1,000.00
							49,968.40	
							9,855.58	20,144.42
							5,932.85	67.15
							19,178.88	130,821.12
							54,492.77	60,507.23
							62,737.97	17,262.03
								165,000.00
								2,875.00
							3,600.00	
								6,750.00
								3,614.87
							3,146.16	309.84
							4,409.50	590.50
							30,000.00	
							20,647.65	
							51,000.00	
							4,096.96	3,773.04
							28,500.00	
							3,626.16	63.84
							11,902.50	
							5,000.00	
							500.00	530.00
							3,794.31	11,205.69
							21,400.00	
							4,500.00	
							7,316.95	18,183.05
							30,169.46	13,993.01
							10,000.00	1,000.00
							7,115.17	84.83
							12,000.00	
							5,661.96	838.04
							3,990.00	10.00
							2,268.64	1,231.36
							5,581.43	418.57
							14,532.55	467.45
							5,759.97	240.03
							30,000.00	
							2,868.36	131.64

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Fulfilling treaties with and support of Indian tribes (treaty obligations)—Cont'd.						
Support of—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Nez Perces, 1894	.....	1,800.00	90.00	.....	.....	.....
Northern Cheyennes and Arapahoes, clothing, 1894	.....	.....	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, employees, 1894	.....	2,018.33	.....	.....	.....	.....
Northern Cheyennes and Arapahoes, subsistence and civilization, 1894	73.50	.....	104.16	.....	.....	.....
Pawnees, schools, 1894	.....	7,441.35	.....	.....	.....	.....
Pawnees, employees, etc., 1894	.....	.....	1,134.51	.....	.....	.....
Pawnees, iron and steel, etc., 1894	.....	.....	.....	.....	.....	.....
Quapaws, education, 1894	.....	1,000.00	.....	.....	.....	.....
Quapaws, employees, etc., 1894	.....	.....	.....	.....	.....	.....
Sacs and Foxes of Missouri, 1894	.....	200.00	.....	.....	.....	.....
Spokanes, 1894	.....	.....	.....	.....	.....	.....
Sioux, Yankton tribe, 1894	.....	18.00	1,865.38	.....	.....	.....
Bannocks, clothing, 1894	.....	.....	.....	.....	.....	.....
Bannocks, employees, 1894	.....	.....	560.50	.....	.....	.....
Shoshones, clothing, 1894	.....	.....	.....	.....	.....	.....
Shoshones, employees, 1894	.....	126.69	370.00	.....	.....	.....
Confederated bands of Utes, employees, 1894	.....	.....	1,553.52	.....	.....	.....
Confederated bands of Utes, beneficial objects, 1894	.....	.....	.....	.....	.....	.....
Confederated bands of Utes, subsistence, 1894	.....	.....	.....	.....	.....	.....
Sioux of different tribes, clothing, 1894	.....	.....	.....	.....	.....	.....
Sioux of different tribes, beneficial objects, 1894	.....	.....	1,428.70	.....	.....	.....
Sioux of different tribes, subsistence and civilization, 1894	6,301.98	71,831.02	47,481.48	.....	.....	.....
Sioux of different tribes, employees, 1894	.....	3,302.14	2,874.33	.....	.....	.....
Sioux of different tribes, schools, Santee Sioux and Crow Creek agencies, 1894	.....	5,840.62	.....	.....	.....	.....
Miscellaneous support, gratuities.						
Apaches, Kiowas, Comanches, and Wichitas, 1894	.....	55.34	1,160.66	.....	.....	.....
Cheyennes and Arapahoes, subsistence and civilization, 1894	212.75	.....	1,036.87	.....	.....	.....
Chippewas of Lake Superior, 1894	.....	.....	.....	.....	.....	.....
Chippewas of Red Lake and Pembina, 1894	.....	.....	225.00	.....	.....	.....
Chippewas of Turtle Mountain band, 1894	.....	.....	.....	.....	.....	.....
Chippewas on White Earth Reservation, 1894	.....	.....	696.96	.....	.....	.....
Confederated tribes and bands in middle Oregon, 1894	75.00	28.85	1,175.80	.....	.....	.....
D'Wamish and other allied tribes in Washington, 1894	230.00	.....	1,795.00	.....	.....	.....
Flatheads and other confederated tribes, 1894	.....	.....	684.97	.....	.....	.....
Flatheads, Carlos band, 1894	.....	.....	115.22	.....	.....	.....
Hualapais in Arizona, 1894	.....	.....	.....	.....	.....	.....
Indians in Arizona and New Mexico, 1894	420.00	360.00	1,866.26	.....	.....	.....
Indians of Fort Hall Reservation, 1894	.....	.....	.....	.....	.....	.....
Indians of Klamath Agency, 1894	.....	.....	40.50	.....	.....	.....
Indians of Lemhi Agency, 1894	.....	.....	10.00	.....	.....	.....
Kansas Indians, 1894	.....	.....	340.77	.....	.....	.....
Kickapoos, 1894	.....	.....	.....	.....	.....	.....
Makahs, 1894	.....	.....	720.00	.....	.....	.....
Mission Indians, 1894	.....	.....	.....	.....	.....	.....
Modocs in the Indian Territory, 1894	.....	.....	.....	.....	.....	.....
Moquis, 1894	.....	.....	.....	.....	.....	.....
Navajoes, 1894	.....	.....	210.00	.....	.....	.....
Nez Perces in Idaho, 1894	315.00	.....	.....	.....	.....	.....
Nez Perces of Joseph's band, 1894	125.00	.....	30.00	.....	.....	.....
Northern Cheyennes and Arapahoes, Tongue River, 1894	.....	.....	.....	.....	.....	.....
Poncas, 1894	180.33	.....	1,593.99	.....	.....	.....
Quinaielts and Quilliehutes, 1894	.....	.....	349.10	.....	.....	.....
Seminoles in Florida, 1894	47.80	.....	.....	.....	.....	.....
Shoshones in Nevada, 1894	.....	.....	1,212.95	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	5,992.39	7.61
.....	.....	.....	.....	.....	.....	.....	13,133.59	3,866.41
.....	.....	.....	.....	.....	.....	.....	8,971.05	28.95
.....	.....	.....	.....	.....	.....	.....	67,243.62	7,756.38
.....	.....	.....	.....	.....	.....	.....	7,441.35	2,558.65
.....	.....	.....	.....	.....	.....	.....	5,927.41	672.59
.....	.....	.....	.....	.....	.....	.....	206.55	293.45
.....	.....	.....	.....	.....	.....	.....	1,000.00	.....
.....	.....	.....	.....	.....	.....	.....	285.74	214.26
.....	.....	.....	.....	.....	.....	.....	200.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	2,000.00
.....	.....	.....	.....	.....	.....	.....	34,709.48	290.52
.....	.....	.....	.....	.....	.....	.....	4,773.35	226.65
.....	.....	.....	.....	.....	.....	.....	4,843.71	156.29
.....	.....	.....	.....	.....	.....	.....	10,000.00	.....
.....	.....	.....	.....	.....	.....	.....	4,607.61	1,392.39
.....	.....	.....	.....	.....	.....	.....	13,034.98	485.02
.....	.....	.....	.....	.....	.....	.....	29,850.19	369.81
.....	.....	.....	.....	.....	.....	.....	30,000.00	.....
.....	.....	.....	.....	.....	.....	.....	125,000.00	.....
.....	.....	.....	.....	.....	.....	.....	143,537.71	16,462.29
.....	.....	.....	.....	.....	.....	.....	1,108,492.82	41,507.18
.....	.....	.....	.....	.....	.....	2,081.74	30,163.78	254.48
.....	.....	.....	.....	.....	.....	.....	5,840.62	159.38
.....	.....	.....	.....	.....	.....	.....	124,630.34	369,66
.....	.....	.....	.....	.....	.....	.....	73,731.29	1,268.71
.....	.....	.....	.....	.....	.....	.....	5,758 21	1,366.79
.....	.....	.....	.....	.....	.....	.....	8,427.43	1,572.57
.....	.....	.....	.....	.....	.....	.....	12,693.42	306.58
.....	.....	.....	.....	.....	.....	.....	9,952.06	47.94
.....	.....	.....	.....	.....	.....	.....	4,259.27	1,740.73
.....	.....	.....	.....	.....	.....	805.00	5,164.48	1,030.52
.....	.....	.....	.....	.....	.....	.....	8,796.80	1,203.20
.....	.....	.....	.....	.....	.....	.....	8,758.82	3,241.18
.....	.....	.....	.....	.....	.....	.....	7,175.00	325.00
.....	.....	.....	.....	.....	.....	.....	148,702.53	51,297.47
.....	.....	.....	.....	.....	.....	.....	9,823.59	176.41
.....	.....	.....	.....	.....	.....	.....	4,616.47	383.53
.....	.....	.....	.....	.....	.....	.....	11,444.97	2,555.03
.....	.....	.....	.....	.....	.....	.....	940.77	1,559.23
.....	.....	.....	.....	.....	.....	.....	4,286.97	713.03
.....	.....	.....	.....	.....	.....	.....	2,235.79	1,764.21
.....	.....	.....	.....	.....	.....	51.05	6,548.85	3,400.10
.....	.....	.....	.....	.....	.....	.....	3,853.41	146.59
.....	.....	.....	.....	.....	.....	.....	5,570.39	429.61
.....	.....	.....	.....	.....	.....	.....	6,008.52	1,491.48
.....	.....	.....	.....	.....	.....	.....	6,367.41	132.59
.....	.....	.....	.....	.....	.....	.....	9,890.20	2,109.80
.....	.....	.....	.....	.....	.....	.....	24,990.08	9.92
.....	.....	.....	.....	.....	.....	.....	14,176.57	3,823.43
.....	.....	.....	.....	.....	.....	.....	2,252.50	1,747.50
.....	.....	.....	.....	.....	.....	.....	5,047.59	952.41
.....	.....	.....	.....	.....	.....	.....	8,838.15	1,161.85

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Miscellaneous support, gratuities—Cont'd.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Shoshones in Wyoming, 1894	.....	.....	.....	.....	.....	.....
Sioux of Devils Lake, 1894	.....	.....	720.00	.....	.....	.....
Sklallams, 1894	144.00	.....	250.00	.....	.....	.....
Tonkawas, 1894	.....	.....	.....	.....	.....	.....
Walla Walla, Cayuse, and Umatilla tribes, 1894	.....	.....	.....	.....	.....	.....
Yakamas and other Indians, 1894	200.00	.....	1,489.06	.....	.....	.....
Trust funds.						
Interest on—						
Cherokee national fund	.....	.....	.....	.....	.....	.....
Cherokee school fund	.....	.....	.....	.....	.....	.....
Chickasaw national fund	.....	.....	.....	.....	.....	.....
Choctaw general fund	.....	.....	.....	.....	.....	.....
Iowa fund	.....	.....	.....	.....	.....	.....
Delaware general fund	.....	.....	.....	.....	.....	.....
Menomonee fund	.....	.....	.....	.....	.....	.....
General incidental expenses.						
Incidentals in—						
Arizona, employees, 1894	.....	.....	2,246.54	.....	.....	.....
Arizona, including support and civilization, 1894	.....	636.25	364.77	502.53	.....	19.60
California, employees, 1894	6,638.63	.....	2,246.85	.....	.....	.....
California, including support and civilization, 1894	67.25	.....	18.50	1,546.59	.....	1,050.43
Colorado, 1894	.....	.....	27.00	74.00	.....	475.72
North Dakota, 1894	4.75	.....	.....	496.35	.....	166.95
South Dakota, 1894	2.15	.....	.....	880.13	.....	471.84
Idaho, 1894	.....	.....	.....	513.67	.....	.....
Montana, 1894	.....	12.00	.....	557.86	.....	569.37
Nevada, employees, 1894	.....	.....	.....	.....	.....	.....
Nevada, including support and civilization, 1894	.....	118.00	29.70	1,042.86	.....	223.65
New Mexico, including employees and support and civilization, 1894	24.25	75.00	.....	544.14	.....	635.56
Oregon, employees, 1894	191.60	.....	151.71	.....	.....	.....
Oregon, including support and civilization, 1894	438.00	.....	.....	235.70	.....	330.67
Utah, including employees and support and civilization, 1894	128.00	.....	743.99	118.40	.....	360.76
Washington, including employees and support and civilization, 1894	200.00	.....	.....	1,837.06	.....	465.15
Wyoming, 1894	.....	.....	.....	.....	.....	197.00
Indian schools.						
Support, 1894	.....	944,839.57	.....	.....	.....	.....
Stock cattle, 1894	.....	.....	.....	.....	.....	.....
In States, 1894	.....	75,000.00	.....	.....	.....	.....
In Minnesota for Chippewas, 1894	.....	15,000.00	.....	.....	.....	.....
Albuquerque, N. Mex., 1894	.....	43,526.59	.....	.....	.....	.....
Banning, Cal., 1894	.....	12,500.00	.....	.....	.....	.....
Blackfeet Agency, Mont., 1894	.....	12,500.00	.....	.....	.....	.....
Carlisle, Pa., 1894	.....	105,973.50	.....	.....	.....	.....
Carson City, Nev., 1894	.....	19,062.74	.....	.....	.....	.....
Cherokee, N. C., 1894	.....	13,286.48	.....	.....	.....	.....
Chilocco, Ind. T., 1894	.....	43,933.65	.....	.....	.....	.....
Clontarf, Minn., 1894	.....	5,770.88	.....	.....	.....	.....
Flandreau, S. Dak., 1894	.....	20,182.00	.....	.....	.....	.....
Fort Mojave, Ariz,, 1894	.....	21,252.62	.....	.....	.....	.....
Fort Totten, N. Dak., 1894	.....	41,208.85	.....	.....	.....	.....
Genoa, Nebr., 1894	.....	50,253.93	.....	.....	.....	.....
Grand Junction, Colo., 1894	.....	19,540.42	.....	.....	.....	.....
Hampton, Va., 1894	.....	18,189.21	.....	.....	.....	.....
Lawrence, Kans., 1894	.....	72,344.77	.....	.....	.....	.....
Lincoln Institution, Philadelphia, Pa., 1894	.....	33,400.00	.....	.....	.....	.....
Mount Pleasant, Mich., 1894	.....	24,146.39	.....	.....	.....	.....
Perris, Cal., 1894	.....	21,849.72	.....	.....	.....	.....
Phœnix, Ariz., 1894	.....	26,022.46	.....	.....	.....	.....
Pierre, S. Dak., 1894	.....	19,378.99	.....	.....	.....	.....

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	14,738.49	261.51
.....	.....	.....	.....	.....	.....	.....	5,999.82	.18
.....	.....	.....	.....	.....	.....	.....	1,394.00	1,606.00
.....	.....	.....	.....	.....	.....	.....	1,983.43	3,016.57
.....	.....	.....	.....	.....	.....	.....	5,449.90	1,050.10
.....	.....	.....	.....	.....	.....	.....	8,344.98	1,655.02
.....	.....	.....	.....	.....	.....	.....	25,640.00	.....
.....	.....	.....	.....	.....	.....	.....	1,630.00	.....
.....	.....	.....	.....	.....	.....	.....	19,820.00	.....
.....	.....	.....	.....	.....	.....	.....	27,000.00	.....
.....	.....	.....	.....	.....	.....	.....	3,280.00	.....
.....	.....	.....	.....	.....	.....	.....	2,070.00	.....
.....	.....	.....	.....	.....	.....	.....	950.00	.....
.....	.....	.....	.....	.....	.....	.....	8,000.00	.....
.....	.....	.....	.....	.....	.....	.....	10,687.99	1,312.01
.....	.....	.....	.....	.....	.....	.....	8,885.48	1,114.52
.....	.....	.....	.....	.....	.....	.....	13,199.75	800.25
.....	.....	.....	.....	.....	.....	.....	1,326.08	173.92
.....	.....	.....	.....	.....	.....	.....	808.65	691.35
.....	.....	.....	.....	.....	.....	.....	1,513.55	1,986.45
.....	.....	.....	.....	.....	.....	.....	637.64	362.36
.....	.....	.....	.....	.....	.....	.....	1,454.59	2,545.41
.....	.....	.....	.....	.....	.....	.....	5,964.41	35.59
.....	.....	.....	.....	.....	.....	.....	12,561.17	1 438.83
.....	.....	.....	.....	.....	.....	.....	4,007.74	992.26
.....	.....	.....	.....	.....	.....	.....	5,829.80	170.20
.....	.....	.....	.....	.....	.....	.....	5,933.36	4,066.64
.....	.....	.....	.....	.....	.....	.....	7,765.01	234.99
.....	.....	.....	.....	.....	.....	.....	15,484.32	515.68
.....	.....	.....	.....	.....	.....	.....	735.48	264.52
.....	.....	.....	.....	.....	.....	.....	944,839.57	130,160.43
.....	458.00	.....	.....	.....	.....	.....	458.00	24,542.00
.....	.....	.....	.....	.....	.....	.....	75,000.00	.....
.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	43,526.59	7,023.41
.....	.....	.....	.....	.....	.....	.....	12,500.00	.....
.....	.....	.....	.....	.....	.....	.....	12,500.00	.....
.....	.....	.....	.....	.....	.....	.....	105,973.50	26.50
.....	.....	.....	.....	.....	.....	.....	19,062.74	3,437.26
.....	.....	.....	.....	.....	.....	.....	13,286.48	1,473.52
.....	.....	.....	.....	.....	.....	.....	43,933.65	816.35
.....	.....	.....	.....	.....	.....	.....	5,770.88	9,229.12
.....	.....	.....	.....	.....	.....	.....	20,182.00	1,818.00
.....	.....	.....	.....	.....	.....	.....	21,252.62	5,497.38
.....	.....	.....	.....	.....	.....	.....	41,208.85	671.15
.....	.....	.....	.....	.....	.....	.....	50,253.93	7,521.07
.....	.....	.....	.....	.....	.....	.....	19,540.42	6,134.58
.....	.....	.....	.....	.....	.....	.....	18,189.21	1,850.79
.....	.....	.....	.....	.....	.....	.....	72,344.77	14,655.23
.....	.....	.....	.....	.....	.....	.....	33,400.00	.....
.....	.....	.....	.....	.....	.....	.....	24,146.39	3,228.61
.....	.....	.....	.....	.....	.....	.....	21,849.72	350.28
.....	.....	.....	.....	.....	.....	.....	26,022.46	527.15
.....	.....	.....	.....	.....	.....	.....	19,378.99	9,174.00

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Indian schools—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Pipestone, Minn., 1894		14,058.53				
Rensselaer, Ind., 1894		7,804.89				
St. Ignatius Mission, Mont., 1894		42,212.22				
Salem, Oreg., 1894		37,139.93				
Santa Fe, N. Mex., 1894		20,355.21				
Shoshone Reservation, Wyo., 1894		19,587.52				
Tomah, Wis., 1894		11,770.00				
Umatilla Reservation, Oreg., 1894		6,000.00				
Wabash, Ind., 1894		10,020.00				
Transportation		35,510.91				
Buildings		40,000.00				
Phœnix, Ariz., buildings						
Santa Fe., N. Mex., buildings		831.75				
Tomah, Wis., buildings						
Mount Pleasant, Mich., purchase of land		9,500.00				
Miscellaneous.						
Pay of Indian police, 1894						
Pay of farmers, 1894						
Pay of judges, Indian courts, 1894						
Pay of matrons, 1894						
Telegraphing and purchase of Indian supplies, 1894						
Transportation of Indian supplies, 1894						
Vaccination of Indians, 1894						
Flour mill, Pima Agency, Ariz., 1894						
Surveying and allotting Indian reservations, 1894						
Advance interest to Chippewas in Minnesota, reimbursable						
Aiding Indian allottees, under act of Feb. 8, 1887, reimbursable						
Allotments under act of Feb. 8, 1887, reimbursable						
Consolidating Crow Creek and Lower Brule agencies, S. Dak						
Ditches and reservoirs for Navajoes						
Education, Sioux Nation						
Irrigation, Indian reservations						
Negotiating with Indians for lands						
Removal and subsistence of Eastern Band of Cherokees						
Relief of Shebits in Utah						
Substation, Flathead Agency, Mont						
Payment to scouts and soldiers of Sisseton, Wahpeton, Medawakanton, and Wahpakoota Sioux						
Relief and civilization of Chippewas in Minnesota, reimbursable						
Surveying and allotting lands for Chippewas in Minnesota, reimbursable						
Sale and allotments of Umatilla Reservation, reimbursable						
Commission to negotiate with Cherokees and other Indians						
Commission Puyallup Reservation, reimbursable						
Indian schools, stock cattle, 1893, 1894						
Indian schools, Genoa, Nebr., buildings and supplies		,662.38				
Indian exhibit, World's Columbian Exposition						
Civilization and support of Digger Indians of California						
Payment to Tonkawas in Oklahoma for lands						
Payment to Pawnees in Oklahoma for lands						
Allotments to Pawnees in Oklahoma						
Delaware general fund						

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors	Expenses of Indian commissioners.	Miscellaneous.	In hands of agents.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	14,058.53	961.47
.....	.....	.....	.....	.....	.....	.....	7,804.89	525.11
.....	.....	.....	.....	.....	.....	.....	42,212.22	2,787.78
.....	.....	.....	.....	.....	.....	.....	37,139.93	11,360.07
.....	.....	.....	.....	.....	.....	.....	20,355.21	7,894.79
.....	.....	.....	.....	.....	.....	.....	19,587.52	5,287.48
.....	.....	.....	.....	.....	.....	.....	11,770.00	.....
.....	.....	.....	.....	.....	.....	.....	6,000.00	.....
.....	.....	.....	.....	.....	.....	.....	10,020.00	.....
.....	.....	.....	.....	.....	.....	.....	35,510.91	4,489.09
.....	.....	.....	.....	.....	.....	.....	40,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	10,000.00
.....	.....	.....	.....	.....	.....	.....	831.75	5,468.25
.....	.....	.....	.....	.....	.....	.....	.....	10,000.00
.....	.....	.....	.....	.....	.....	.....	9,500.00	500.00
124,039.06	.....	.....	.....	.....	.....	.....	124,039.06	25,960.94
.....	.....	.....	.....	.....	.....	.....	65,902.46	4,097.54
.....	.....	.....	.....	.....	.....	.....	11,799.43	740.57
.....	.....	.....	.....	.....	.....	.....	4,840.00	160.00
.....	.....	.....	.....	.....	.....	.....	44,995.66	4.34
.....	.....	.....	.....	.....	.....	.....	275,000.00	.....
.....	.....	.....	.....	.....	.....	.....	472.20	527.80
.....	.....	.....	.....	.....	.....	.....	1,500.00	.....
.....	.....	19,329.70	.....	.....	.....	.....	19,329.70	5,670.30
.....	.....	.....	.....	.....	.....	.....	90,000.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	15,000.00
.....	.....	32,685.16	.....	.....	.....	.....	32,685.16	7,314.84
.....	.....	.....	.....	.....	33,305.54	.....	33,305.54	16,694.46
.....	.....	.....	.....	.....	.....	.....	.....	40,000.00
.....	.....	.....	.....	.....	.....	.....	.....	100,000.00
.....	.....	.....	.....	.....	.....	.....	.....	40,000.00
.....	.....	.....	.....	.....	12,203.64	.....	12,203.64	2,796.36
.....	.....	.....	.....	.....	14,558.25	.....	14,558.25	5,441.75
.....	.....	.....	.....	.....	.....	.....	.....	2,500.00
.....	.....	.....	.....	.....	.....	.....	.....	3,500.00
.....	.....	.....	.....	.....	.....	.....	23,734.91	6,931.75
.....	.....	.....	.....	.....	.....	.....	33,391.48	46,608.52
.....	.....	.....	.....	.....	.....	.....	.....	25,000.00
.....	.....	5,000.00	.....	.....	.....	.....	5,000.00	.....
.....	.....	.....	.....	.....	14,765.65	.....	14,765.65	234.35
.....	.....	.....	.....	.....	20,000.00	.....	20,000.00	.....
.....	5,508.50	.....	.....	.....	.....	.....	5,508.50	4,491.50
.....	.....	.....	.....	.....	.....	.....	6,662.38	.....
.....	.....	.....	.....	.....	9,513.67	.....	9,513.67	15,486.33
.....	.....	.....	.....	.....	2,000.00	.....	2,000.00	8,000.00
.....	.....	.....	.....	.....	.....	.....	4,975.00	25,625.00
.....	.....	.....	.....	.....	.....	.....	79,489.80	510.20
.....	.....	3,610.70	.....	.....	.....	.....	3,610.70	1,389.30
.....	.....	.....	.....	.....	.....	.....	.....	33.90

Statement of disbursements made from the appropriations for the

Heads of appropriations.	OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.					
	Pay of temporary employees at agencies.	Support of schools.	To promote civilization among Indians generally, including Indian labor.	Traveling expenses of Indian agents.	Traveling expenses of special agents.	Incidental expenses of agencies.
Miscellaneous—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Pawnee fund						
Payment to George W. Moffitt, Cheyenne and Arapaho Agency						
Payment for cession of the Cherokee Outlet.						
Appraisal of improvements and removal of intruders, Cherokee Outlet						
Examination of accounts of Cherokee Nation						
Surveying allotments for Five Civilized Tribes						
Commission, Five Civilized Tribes						
Costs incurred by Indians in land contests.						

Indian Department for the fiscal year ending June 30, 1894—Continued.

OBJECTS AND PURPOSES FOR WHICH THE APPROPRIATIONS HAVE BEEN EXPENDED.							Total amount expended from each appropriation.	Balance unexpended.
Pay of Indian police, scouts, and equipments.	Stock cattle.	Survey of Indian reservations.	Pay and expenses of Indian inspectors.	Expenses of Indian commissioners.	Miscellaneous.	In hands of agents		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	960.00
.....	.....	.....	.....	.....	1,000.00	.....	1,000.00	.....
.....	.....	.....	.....	.....	.....	.....	295,736.00	.....
.....	.....	.....	.....	.....	5,000.00	.....	5,000.00	.....
.....	.....	.....	.....	.....	3,694.50	.....	3,694.50	1,305.50
.....	.....	.....	.....	.....	.....	.....	.....	25,000.00
.....	.....	.....	.....	.....	25,000.00	.....	25,000.00	25,000.00
.....	.....	.....	.....	.....	.....	.....	.....	5,000.00

Statement of the salaries and incidental expenses paid at each agency in the Indian paid and the number of

Names of agencies.	State or Territory.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Blackfeet	Montana	Fulfilling treaties with Indians at Blackfeet Agency
		Incidentals in Montana, 1894
Cheyenne River	South Dakota	Support of Sioux of different tribes, employees, 1894
		Support of Sioux of different tribes, subsistence and civilization, 1894.
		Incidentals in South Dakota, 1894
Cheyenne and Arapahoe.	Oklahoma	Contingencies, Indian Department, 1894
		Support of Cheyenne, and Arapahoes, employees, 1894
		Support of Cheyennes and Arapahoes, subsistence and civilization, 1894.
Colorado River	Arizona	Incidentals in Arizona, including support and civilization, 1894.
Colville	Washington	Support of Columbias and Colvilles, 1894
		Support of Cœur d'Alenes, 1894
		Fulfilling treaties with Columbias and Colvilles
		Support of Nez Perces, Joseph's band, 1894
		Fulfilling treaties with Cœur d'Alenes
		Fulfilling treaties with Spokanes
		Incidentals in Washington, including support and civilization, 1894.
Crow Creek and Lower Brule.	South Dakota	Support of Sioux of different tribes, employees, 1894
		Incidentals in South Dakota, 1894
		Support of Sioux of different tribes, subsistence and civilization, 1894.
Crow	Montana	Contingencies, Indian Department, 1894
		Support of Crows, employees, 1894
		Fulfilling treaties with Crows
		Incidentals in Montana, 1894
Devils Lake	North Dakota	Support of Sioux of Devels Lake, 1894
		Support of Chippewas, Turtle Mountain band, 1894
		Incidentals in North Dakota, 1894
Flatheads	Montana	Incidentals in Montana, 1894
		Support of Flatheads and other confederate tribes, 1894.
		Support of Flatheads, Carlos band, 1894
		Substation, Flathead Agency
Fort Belknap	....do	Incidentals in Montana, 1894
		Fulfilling treaties with Indians at Fort Belknap Agency
Fort Berthold	North Dakota	Incidentals in North Dakota, 1894
		Fulfilling treaties with Indians at Fort Berthold Agency.
Fort Hall	Idaho	Support of Bannock's employees, 1894
		Incidentals in Idaho, 1894
		Support of Indians, Fort Hall, Reservation, 1894
Fort Peck	Montana	Incidentals in Montana, 1894
		Fulfilling treaties with Indians at Fort Peck Agency
Grande Ronde	Oregon	Incidentals in Oregon, including support and civilization, 1894.
		Support of Molels, 1894
		Incidentals in Oregon, employees, 1894
Green Bay	Wisconsin	Contingencies, Indian Department, 1894
Hoopa Valley	California	Incidentals in California, employees, 1894
		Incidentals in California, including support and civilization, 1894
Kiowa	Oklahoma	Fulfilling treaties with Apaches, Kiowas, and Comanches.
		Support of Apaches, Kiowas, and Comanches, employees, 1894.
		Support of Apaches, Kiowas, Comanches, and Wichitas, 1894.
Klamath	Oregon	Incidentals in Oregon, 1894
		Support of Indians of Klamath Agency, 1894
La Pointe	Wisconsin	Buildings at agencies, and repairs, 1894
		Contingencies, Indian Department, 1894
		Support of Chippewas, Lake Superior, 1894
		Relief and civilization of Chippewas in Minnesota, reimbursable.
Lemhi	Idaho	Incidentals in Idaho 1894
		Support of Indians, Lemhi Agency, 1894
Mescalero	New Mexico	Support of Indians in Arizona and New Mexico, 1894
		Incidentals in New Mexico, including employees and support and civilization, 1894.
Mission, Tule River (consolidated.)	California	Buildings at agencies and repairs, 1894
		Support of Mission Indians, 1894
		Incidentals in California, including support and civilization, 1894.

Service during the year ending June 30, 1894, showing the appropriations from which Indians at each agency.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
.....	$1,587.89	$921.50	.....	$2,509.39	$7,545.05	$250.00	$7,794.05
$57.99	28.00	.....	$205.74	291.73	.....	.....	.....
.....	.....	.....	.....	.....	2,057.77	.....	2,057.77
.....	260.00	819.00	.....	1,079.00	6,095.52	.....	6,095.52
25.65	.....	.....	16.35	42.00	.....	.....	.....
18.00	.....	.....	67.20	85.20	.....	.....	.....
.....	.....	.....	.....	.....	4,249.75	.....	4,249.75
.....	390.45	5.35	.....	395.80	4,302.46	212.75	4,515.21
115.90	56.00	.....	.....	171.90	1,335.23	.....	1,335.23
.....	.....	.....	.....	.....	4,565.78	.....	4,565.78
.....	197.90	.....	.....	197.90	2,268.64	52.50	2,321.14
.....	.....	.....	.....	.....	.....	1,274.00	1,274.00
.....	.....	.....	.....	.....	.....	105.00	105.00
.....	75.00	.....	.....	75.00	1,967.22	.....	1,967.22
.....	.....	.....	.....	.....	.....	1,528.75	1,528.75
1,102.56	192.63	742.07	226.70	2,263.96	4,239.41	.....	4,239.41
.....	.....	.....	.....	.....	7,759.54	.....	7,759.54
208.00	.....	.....	48.25	256.25	.....	.....	.....
.....	621.88	1,067.20	.....	1,689.08	2,528.02	361.25	2,889.27
.....	.....	.....	.....	.....	1,200.00	.....	1,200.00
.....	.....	.....	.....	.....	4,574.42	.....	4,574.72
.....	.....	.....	.....	.....	685.08	.....	685.08
209.37	.....	.....	18.00	227.37	.....	.....	.....
.....	799.99	586.83	.....	1,386.82	2,876.87	.....	2,876.87
.....	120.00	116.34	.....	236.34	400.00	.....	400.00
158.20	.....	63.80	130.00	352.00	.....	.....	.....
6.75	.....	122.95	53.63	183.33	.....	.....	.....
.....	.....	.....	.....	.....	2,479.48	.....	2,479.48
.....	.....	.....	.....	.....	3,483.26	.....	3,483.26
.....	.....	.....	.....	.....	831.80	.....	831.80
.....	.....	243.00	7.60	250.60	.....	.....	.....
.....	207.25	735.54	.....	942.79	6,196.84	560.00	6,756.84
58.50	.....	.....	10.75	69.25	.....	.....	.....
.....	727.50	1,775.00	.....	2,502.50	6,647.43	767.50	7,414.93
.....	.....	.....	.....	.....	4,283.21	.....	4,283.21
64.85	49.00	.....	8.57	.....	1,000.00	.....	.....
.....	.....	692.95	692.95	122.42	.....	.....	1,000.00
183.75	.....	.....	37.60	221.35	.....	.....	.....
.....	200.00	1,489.60	91.00	1,780.60	7,249.68	.....	7,249.68
.....	47.50	424.00	9.00	480.50	.....	219.00	219.00
.....	.....	.....	.....	.....	2,868.36	.....	2,868.36
.....	.....	.....	.....	.....	3,536.99	.....	3,536.99
96.16	.....	.....	26.20	122.36	.....	.....	.....
.....	.....	.....	.....	.....	3,405.24	.....	3,405.24
196.25	250.00	18.00	21.75	486.00	.....	.....	.....
.....	714.93	964.66	.....	1,679.59	1,329.49	.....	1,329.49
.....	.....	.....	.....	.....	5,166.53	.....	5,166.53
.....	.....	.....	.....	.....	5,060.31	.....	5,060.31
3.75	125.00	.....	145.75	274.50	.....	.....	.....
.....	.....	.....	.....	.....	2,719.89	.....	2,719.89
.....	450.00	.....	.....	450.00	.....	.....	.....
1,053.89	4.50	445.64	129.56	1,633.59	.....	320.00	320.00
.....	.....	.....	.....	.....	3,800.00	.....	3,800.00
.....	20.00	.....	.....	20.00	700.00	27.25	727.25
134.05	.....	.....	5.25	139.30	.....	.....	.....
.....	161.00	214.50	.....	375.50	.....	2,640.00	2,640.00
.....	3.50	500.00	.....	503.50	4,640.00	.....	4,640.00
.....	100.00	.....	.....	100.00	.....	.....	.....
.....	420.00	.....	.....	420.00	.....	.....	.....
.....	.....	117.40	.....	117.40	1,500.00	.....	1,500.00
930.54	58.75	408.80	983.68	2,381.77	.....	67.25	67.25

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies.	State or Territory.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Navajo	New Mexico	Support of Navajoes, 1894
		Incidentals in New Mexico, including employees and support and civilization, 1894.
Neah Bay	Washington	Support of Makahs, 1894
		Incidentals in Washington, including employees and support and civilization, 1894.
Nevada	Nevada	Incidentals in Nevada, employees, 1894
		Incidentals in Nevada, including support and civilization, 1894.
New York	New York	Contingencies, Indian Department, 1894
		Buildings at agencies and repairs, 1894
Nez Perces	Idaho	Support of Nez Perces in Idaho, 1894
		Support of Nez Perces, 1894
		Incidentals in Idaho, 1894
Omaha and Winnebago	Nebraska	Fulfilling treaties with Winnebagoes
		Contingencies, Indian Department, 1894
Osage	Oklahoma	Fulfilling treaties with Osages
		Support of Kansas Indians, 1894
		Contingencies, Indian Department, 1894
Pima	Arizona	Incidentals in Arizona, employees, 1894
		Incidentals in Arizona, including support and civilization, 1894.
Pine Ridge	South Dakota	Support of Sioux of different tribes, subsistence and civilization, 1894.
		Support of Sioux of different tribes, employees, 1894
		Incidentals in South Dakota, 1894
Ponca, Pawnee, Otoe, and Oakland.	Oklahoma	Support of Poncas, 1894
		Contingencies, Indian Department, 1894
		Support of Pawnees, employees, 1894
		Support of Tonkawas, 1894
Pottawatomie and Great Nemaha.	Kansas	Fulfilling treaties with Otoes and Missourias
		Contingencies, Indian Department, 1894
		Fulfilling treaties with Pottawatomies, employees
		Fulfilling treaties with Kickapoos
Pueblo and Jicarilla	New Mexico	Buildings at agencies and repairs, 1894
		Incidentals in New Mexico, including employees and support and civilization, 1894.
		Support of Indians in Arizona and New Mexico, 1894
Puyallup, consolidated	Washington	Incidentals in Washington, including employees and support and civilization, 1894.
		Support of S'Klallams, 1894
		Support of Quinaielts and Quillehutes, 1894
Quapaw	Indian Territory	Support of Modocs, Indian Territory, 1894
		Support of Quapaws, employees, 1894
		Contingencies, Indian Department, 1894
		Fulfilling treaties with Eastern Shawnees, employees
		Fulfilling treaties with Senecas, employees
Round Valley	California	Incidentals in California, employees, 1894
		Incidentals in California, including support and civilization, 1894,
Rosebud	South Dakota	Incidentals in South Dakota, 1894
		Support of Sioux of different tribes, employees, 1894
		Support of Sioux of different tribes, subsistence and civilization, 1894.
San Carlos	Arizona	Support of Indians in Arizona and New Mexico, 1894
		Incidentals in Arizona, including support and civilization, 1894.
Southern Ute	Colorado	Support of confederated bands of Utes, employees, 1894
		Support of confederated bands of Utes, beneficial objects, 1894.
		Incidentals in Colorado, 1894
Sisseton	South Dakota	Incidentals in South Dakota, 1894
Standing Rock	North Dakota	Support of Sioux of different tribes, employees, 1894
		Support of Sioux of different tribes, subsistence and civilization, 1894.
		Incidentals in North Dakota, 1894
Sac and Fox	Iowa	Contingencies, Indian Department, 1894
		Buildings at agencies and repairs, 1894
Sac and Fox	Oklahoma	Support of Kickapoos, 1894
		Fulfilling treaties with Sacs and Foxes of the Mississippi—interest.
		Contingencies, Indian Department, 1894
Santee	Nebraska	Support of Sioux of different tribes, employees, 1894
		Support of Poncas, 1894
		Contingencies, Indian Department, 1894
		Support of Sioux of different tribes, subsistence and civilization, 1894.
Siletz	Oregon	Incidentals in Oregon, employees, 1894

the Indian Service during the year ending June 30, 1894, etc.—Continued.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
.....	.....	$570.99	.....	$570.99	$3,358.04	.....	$3,358.04
$354.64	.....	507.26	$119.25	981.15	.....	.....	.....
.....	.....	26.30	.....	26.30	1,070.11	.....	1,070.11
117.00	.....	80.10	21.25	218.35	.....	.....	.....
.....	.....	.....	.....	.....	5,964.11	.....	5,964.11
300.71	$325.00	483.50	105.65	1,214.86	.....	.....	.....
193.90	.....	.....	114.16	308.06	600.00	$97.75	697.75
.....	40.00	.....	.....	40.00	.....	.....	.....
.....	264.00	465.82	.....	729.82	1,320.00	315.00	1,635.00
.....	.....	.....	.....	.....	4,102.39	.....	4,102.39
168.45	.....	.....	76.50	244.95	.....	.....	.....
.....	646.70	136.71	.....	783.41	2,537.50	45.50	2,583.00
147.01	.....	9.40	70.50	226 91	1,623.33	52.00	1,675.33
.....	900.00	150.00	.....	1,050.00	.....	62.00	62.00
.....	.....	.....	.....	.....	600.00	37.50	637.50
171.37	.....	.....	2.35	173.72	.....	3.75	3.75
.....	.....	.....	.....	.....	3,989.12	.....	3,989.12
378.65	.....	50.00	15.10	443.75	.....	.....	.....
.....	2,831.40	2,341.00	.....	5,172.40	5,367.82	1,449.35	6,817.17
.....	51.80	.....	.....	51.80	4,350.00	.....	4,350.00
233.25	.....	13.30	269.81	516.46	.....	.....	.....
.....	300.00	305.00	.....	605.00	4,244.22	175.33	4,419.55
17.93	45.00	.....	13.55	76.48	560.89	.....	560.89
.....	.....	.....	.....	.....	4,786.64	.....	4,786.64
.....	.....	50.00	.....	50.00	719.99	.....	719.99
.....	30.00	200.00	.....	230.00	3,780.73	.....	3,780.73
319.42	.....	97.50	36.75	453.67	1,200.00	.....	1,200.00
.....	.....	.....	.....	.....	654.50	.....	654.50
.....	.....	.....	.....	.....	705.00	.....	705.00
.....	337.50	.....	.....	337.50	.....	.....	.....
189.50	15.00	.....	416.31	620.81	1,000.00	.....	1,000.00
.....	95.00	299.60	.....	394.60	3,984.80	.....	3,984.80
165.90	.....	.....	38.30	204.20	2,400.00	200.00	2,600.00
.....	.....	.....	.....	.....	1,000.00	144.00	1,144.00
.....	.....	.....	.....	.....	1,606.00	.....	1,606.00
.....	20.00	.....	.....	20.00	1,498.35	.....	1,498.35
.....	20.00	.....	.....	20.00	256.74	.....	256.74
69.45	60.00	322.00	465.85	917.30	1,499.99	.....	1,499.99
.....	16.00	.....	.....	16.00	399.00	.....	399 00
.....	20.00	.....	.....	20.00	399.99	.....	399.99
.....	.....	.....	.....	.....	3,233.39	.....	3,233.39
41.15	59.04	.....	29.90	130.09	.....	.....	.....
177.54	.....	.....	65.55	243.09	.....	.....	.....
.....	.....	.....	.....	.....	3,300.00	.....	3,300.00
.....	1,897.01	1,610.20	.....	3,507.21	6,320.49	.....	6,320.49
.....	1,646.01	1,347.13	.....	2,993.14	7,153.34	420.00	7,573.34
7.98	.....	.....	4.50	12.48	.....	.....	.....
.....	.....	.....	.....	.....	4,237.29	.....	4,237.29
.....	.....	358.34	.....	358.34	.....	.....	.....
73.90	278.80	556.10	476.72	1,385.52	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	3,700.00	.....	3,700.00
.....	4,682.00	1,830.10	.....	6,512.10	3,368.04	993.00	4,361.04
279.65	.....	.....	26.20	305.85	.....	.....	.....
.....	51.28	113.55	35.98	200.81	.....	18.00	18.00
.....	100.00	.....	.....	100.00	.....	.....	.....
.....	.....	121.00	.....	121.00	1,700.00	.....	1,700.00
.....	.....	.....	.....	.....	3,745.77	.....	3,745.77
99.95	.....	20.00	8.75	128.70	1,300.00	.....	1,300.00
.....	.....	.....	.....	.....	1,920.00	.....	1,920.00
.....	.....	.....	.....	.....	1,100.00	5.00	1,105.00
227.22	.....	.....	37.67	264.89	.....	.....	.....
.....	.....	363.48	.....	363.48	1,600.00	239.50	1,839.50
.....	.....	.....	.....	.....	2,431.49	191.60	.....

Statement of the salaries and incidental expenses paid at each agency in

Names of agencies.	State or Territory.	Appropriations from which salaries of employees and incidental expenses of agencies have been paid.
Shoshone	Wyoming	Support of Shoshones, employees, 1894
		Support of Northern Cheyennes and Arapahoes, employees, 1894.
		Support of Northern Cheyennes and Arapahoes, subsistence and civilization, 1894.
		Incidentals in Wyoming, 1894
Tongue River	Montana	Support of Northern Cheyennes and Arapahoes, employees, 1894.
		Support of Northern Cheyennes and Arapahoes, subsistence and civilization, 1894.
		Incidentals in Montana, 1894
Tulalip	Washington	Support of D'Wamish and other allied tribes, 1894
		Incidentals in Washington, including employees and support and civilization, 1894.
Umatilla	Oregon	Support of Walla Walla, Cayuse, and Umatilla tribes, 1894.
		Incidentals in Oregon, including support and civilization, 1894.
Union	Indian Territory	Buildings at agencies and repairs, 1894
		Contingencies, Indian Department, 1894
Uintah and Ouray	Utah	Incidentals in Utah, including employees and support and civilization, 1894.
		Support of confederated bands of Utes, employees, 1894.
White Earth	Minnesota	Support of Chippewas on White Earth Reservation, 1894.
		Contingencies, Indian Department, 1894
		Support of Chippewas, Red Lake and Pembina, 1894
		Fulfilling treaties with Chippewas, Pillagers, and Lake Winnebagoshish bands—utility.
Western Shoshone	Nevada	Support of Shoshones in Nevada, 1894
		Incidentals in Nevada, including support and civilization, 1894.
Warm Springs	Oregon	Incidentals in Oregon, including support and civilization, 1894.
		Support of confederated tribes and bands in middle Oregon, 1894.
Yakama	Washington	Support of Yakamas and other Indians, 1894
		Incidentals in Washington, including employees and support and civilization, 1894.
Yankton	South Dakota	Support of Sioux, Yankton tribe, 1894
		Incidentals in South Dakota, 1894
		Fulfilling treaties with Sioux, Yankton tribe

the Indian Service during the year ending June 30, 1894, etc.—Continued.

Incidental expenses.				Total incidental expenses.	Pay of employees.		Total pay of employees.
Traveling expenses of agents.	Office rent, fuel, and stationery.	Forage and stable expenses.	Miscellaneous.		Regular.	Temporary.	
.....	.....	.....	.....	.....	$4,110.92	.....	$4,110.92
.....	.....	.....	.....	.....	3,512.72	.....	3,512.72
.....	.....	.....	.....	.....	172.51	$73.50	246.01
.....	.....	.....	$197.00	$197.00	.....	.....	.....
.....	.....	.....	.....	.....	3,440.00	.....	3,440.00
.....	$45.84	$850.00	.....	895.84	.....	.....	.....
.....	.....	.....	9.30	9.30	.....	.....	.....
.....	70.00	182.61	.....	252.61	1,425.00	230.00	1,655.00
$218.45	.....	.....	58.40	276.85	.....	.....	.....
.....	175.50	.....	.....	175.50	3,820.00	.....	3,820.00
92.25	.....	.....	4.00	96.25	.....	.....	.....
.....	169.56	.....	.....	169.56	.....	.....	.....
136.45	19.98	.....	140.68	297.11	2,082.87	57.00	2,139.87
.....	.....	1,496.00	270.76	1,766.76	4,691.76	128.00	4,919.76
.....	.....	.....	.....	.....	7,244.17	.....	7,244.17
.....	.....	.....	.....	.....	3,168.54	.....	3,168.54
187.26	.....	.....	20.75	208.01	.....	.....	.....
.....	70.50	.....	.....	70.50	3,745.00	.....	3,745.00
.....	40.00	.....	.....	40.00	2,049.68	.....	2,049.68
.....	.....	75.00	.....	75.00	4,677.40	.....	4,677.40
742.15	480.00	440.00	118.00	1,780.15	.....	.....	.....
139.70	.....	.....	161.92	301.62	.....	.....	.....
.....	212.25	340.23	551.48	.....	1,939.67	75.00	2,014.67
.....	282.50	.....	.....	282.50	4,520.96	200.00	4,720.96
233.15	.....	.....	30.25	263.40	.....	.....	.....
.....	78.00	560.21	.....	638.21	2,365.09	.....	2,365.09
197.90	.....	97.60	65.25	360.75	.....	.....	.....
.....	.....	197.78	.....	197.78	2,300.00	.....	2,300.00

53D CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 263.

OFFICIAL EMOLUMENTS OF CUSTOMS OFFICERS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An abstract of the official emoluments received by the customs officers during the fiscal year ended June 30, 1894.

JANUARY 29, 1895.—Referred to the Committee on Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT, *January 28, 1895.*

SIR: I have the honor to transmit herewith an abstract of the official emoluments of officers of the customs service received by them during the fiscal year ended June 30, 1894, prepared in the office of the Auditor for the Treasury Department, in accordance with section 2639 of the Revised Statutes of the United States.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Statement of the official emoluments of officers of the customs for the fiscal

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1893.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Alaska	Benj. P. Moore	.....	$2,500.00	$501.83	$24.80	$289.25
Albany, N. Y	John M. Bailey	.....	600.00	.....	.....	.....
Albemarle, N. C	Kenneth R. Pendleton	.....	1,000.00	7.60	.....	196.75
Alexandria, Va	Lewis McK. Bell	.....	.....	12.68	.....	100.20
Do	Thomas W. Robinson	.....	.....	15.85	.....	57.05
Annapolis, Md	Arthur Carter	.....	250.00	.....	.....	154.15
Apalachicola, Fla	Wm. B. Sheppard	.....	177.99	116.56	3.20	61.55
Do	John E. Grady	.....	322.01	385.56	8.40	83.50
Arizona	Samuel F. Webb	.....	2,000.00	.....	.....	.....
Aroostook, Me	Henry J. Hatheway	$3.37	1,000.00	321.25	.....	.....
Atlanta, Ga	C. C. Wimbish	.....	445.65	.....	2.00	.....
Do	John D. Stocker	.....	554.35	.....	2.60	.....
Baltimore, Md	Wm. M. Marine	.....	6,096.15	.....	.....	.....
Do	Frank T. Shaw	.....	903.82	.....	.....	.....
Bangor, Me	Joab W. Palmer	.....	.....	1,450.81	.....	.....
Barnstable, Mass	Franklin B. Goss	.....	.....	77.79	44.20	341.05
Do	Thomas C. Day	.....	.....	50.25	30.20	896.15
Bath, Me	Chas. W. Larrabee	.....	.....	148.46	118.40	1,017.30
Beaufort, N. C	Edward C. Duncan	.....	832.40	8.00	.....	129.30
Do	John D. Davis	.....	167.60	.....	.....	33.85
Beaufort, S. C	Robert Smalls	.....	688.90	212.37	9.60	22.60
Do	Marion M. Hutson	.....	311.10	98.79	2.60	12.80
Belfast, Me	William P. Thompson	.....	.....	409.28	20.40	353.80
Boston, etc., Mass	Alanson W. Beard	.....	5,733.33	.....	.....	.....
Do	Winslow Warren	.....	2,266.67	.....	.....	.....
Brazos de Santiago, Tex	John A. Michel	.....	1,500.00	91.04	413.90	25.55
Bridgeton, N. J	Alex. R. Fithian	.....	232.14	2.20	.....	383.20
Do	Theodore R. Lore	.....	250.00	26.18	.....	628.75
Bristol and Warren, R. I	Charles D. Eddy	.....	.....	13.00	.....	31.80
Brunswick, Ga	John H. Deveaux	.....	298.61	643.70	18.60	124.80
Do	Thos. W. Lamb	.....	201.39	625.99	14.00	112.95
Buffalo Creek, N. Y	William J. Morgan	.....	385.87	3,057.30	.....	.....
Do	Peter C. Doyle	.....	614.13	1,993.10	.....	.....
Burlington, Iowa	Charles Willner	.....	291.35	14.40	.80	54.20
Do	M. A. Frawley	.....	58.65	.80	.....	13.90
Burlington, N. J	Alfred C. Barwis	.....	124.90	.....	.....	70.80
Do	John A. Wilson	.....	25.10	.....	.....	7.40
Cairo, Ill	John F. Rector	.....	350.00	.....	.....	15.30
Cape Vincent, N. Y	G. Harrison Smith	.....	1,000.00	1,233.80	.....	.....
Castine, Me	Geo. M. Warren	.....	137.60	35.51	23.60	377.40
Do	Walter J. Creamer	.....	12.40	2.70	.....	21.65
Champlain, N. Y	Stephen Moffitt	.....	95.11	654.60	.....	.....
Do	George S. Weed	.....	904.89	6,044.40	.....	.....
Charleston, S. C	Thomas B. Johnston	.....	.....	735.99	45.80	209.95
Do	George D. Bryan	.....	.....	188.58	19.30	90.40
Chattanooga, Tenn	Elwood W. Matson	.....	262.50	.....	.....	69.35
Do	Francis M. Gardenhire	.....	87.50	.....	.....	3.90
Cherrystone, Va	John Goffigon	.....	458.80	.....	.....	270.45
Do	Rob't L. Ailworth	.....	41.20	.....	.....	15.60
Chicago, Ill	John M. Clark	.....	4,997.22	.....	.....	.....
Do	Martin J. Russell	.....	2,002.78	.....	.....	.....
Cincinnati, Ohio	Amos Smith, jr	.....	275.96	16.00	.....	.....
Do	Henry D. Lemon	.....	74.04	8.00	.....	.....
Columbus, Ohio	William M. Maize	.....	1,000.00	.....	61.40	.....
Corpus Christi, Tex	Calvin G. Brewster	.....	688.86	112.20	243.20	37.75
Do	Frank B. Earnest	.....	811.14	88.20	287.40	9.75
Council Bluffs, Iowa	William Arnd	.....	197.80	.....	4.00	.....

year ending June 30, 1894 (required by section 2639, Revised Statutes).

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1894.	Balance due officer July 1, 1893.	Compensation.	Deposits.	Balance due United States June 30, 1894.	
$530.50	.....	.....	.....	$3,846.38	.....	.....	
4,164.30	$235.70	.....	.....	5,000.00	.....	.....	
.60	.....	.....	.....	1,204.95	.....	.....	
6.32	.....	.....	.....	119.20	.....	.....	July 1, 1893, to Mar. 7, 1894.
1.52	.....	.....	.....	74.42	.....	.....	Mar. 8 to June 30, 1894.
.....	.....	.....	.....	404.15	.....	.....	
10.52	.....	.....	.....	369.82	.....	.....	July 1 to Nov. 8, 1893.
41.77	.....	.....	.....	841.24	.....	.....	Nov. 9, 1893, to June 30, 1894.
.....	.....	.....	.....	2,000.00	.....	.....	
644.42	.....	.....	.....	1,500.00	$324.37	$144.67	
46.65	.....	.....	.....	494.30	.....	.....	July 1 to Dec. 11, 1893.
50.49	.....	.....	.....	607.44	.....	.....	Dec. 12, 1893, to June 30, 1894.
.....	.....	.....	.....	6,096.15	.....	.....	July 1, 1893, to May 14, 1894.
.....	.....	.....	.....	903.82	.....	.....	May 15 to June 30, 1894.
3,000.00	.....	.....	.....	3,000.00	1,450.81	.....	
.70	170.14	.....	.....	633.88	.....	.....	July 1, 1893, to Feb. 16, 1894.
1.12	92.36	.....	.....	1,070.08	.....	.....	Feb. 17 to June 30, 1894.
396.60	33.00	.....	.....	1,713.76	.....	.....	
.14	.....	.....	.....	969.84	.....	.....	July 1, 1893, to Apr. 30, 1894.
.....	.....	.....	.....	201.45	.....	.....	May 1 to June 30, 1894.
51.16	.....	.....	.....	984.63	.....	.....	July 1, 1893, to Mar. 9, 1894.
20.77	.....	.....	.....	446.06	.....	.....	Mar. 10 to June 30, 1894.
42.61	.....	.....	.....	826.09	.....	.....	
.....	.....	.....	.....	5,733.33	.....	.....	July 1, 1893, to Mar. 19, 1894.
.....	.....	.....	.....	2,266.67	.....	.....	Mar. 20 to June 30, 1894.
.....	108.90	.....	.....	2,139.39	.....	.....	
7.72	.....	.....	.....	625.26	.....	.....	July 1, 1892, to June 4, 1893.
4.56	.....	.....	.....	909.49	.....	.....	
.17	.....	.....	.....	44.97	.....	.....	
102.33	.....	.....	.....	1,188.04	.....	.....	July 1, 1893, to Feb. 4, 1894.
100.90	.....	.....	.....	1,055.23	.....	.....	Feb. 5 to June 30, 1894.
.....	771.76	.....	.....	1,736.48	2,478.45	.....	July 1 to Nov. 19, 1893.
.....	1,228.24	.....	.....	2,763.52	1,071.95	.....	Nov. 20, 1893, to June 30, 1894.
70.96	.....	.....	.....	431.71	.....	.....	July 1, 1893, to April 30, 1894.
.....	.....	.....	.....	73.35	.....	.....	May 1 to June 30, 1894.
.....	.....	.....	.....	195.70	.....	.....	July 1, 1893, to April 30, 1894.
.....	.....	.....	.....	32.50	.....	.....	May 1 to June 30, 1894.
.....	.....	.....	.....	365.30	.....	.....	
787.80	.....	.....	.....	2,500.00	340.19	181.41	
2.69	.....	.....	.....	576.80	.....	.....	July 1, 1893, to May 31 1894.
.....	.....	.....	.....	36.75	.....	.....	June 1 to 30, 1894.
142.66	.....	.....	.....	237.77	654.60	.....	July 1 to Aug. 4, 1893.
1,357.34	.....	.....	.....	2,262.23	6,044.40	.....	Aug. 5, 1893, to June 30, 1894.
92.27	51.87	.....	.....	1,135.88	.....	.....	July 1, 1893, to Feb. 28, 1894.
38.04	56.99	.....	.....	393.31	.....	.....	Mar. 1 to June 30, 1894.
.....	.....	.....	.....	331.85	.....	.....	July 1, 1893, to Mar. 31, 1894.
.....	.....	.....	.....	91.40	.....	.....	Apr. 1 to June 30, 1894.
.....	.....	.....	.....	729.25	.....	.....	July 1, 1893, to May 31, 1894.
.....	.....	.....	.....	56.80	.....	.....	June 1 to 30, 1894.
.....	.....	.....	.....	4,997.22	.....	.....	July 1, 1893, to Mar. 18, 1894.
.....	.....	.....	.....	2,002.78	.....	.....	Mar. 19 to June 30, 1894.
3,666.35	.....	.....	.....	3,942.31	16.00	.....	July 1, 1893, to Apr. 14, 1894.
983.65	.....	.....	.....	1,057.69	8.00	.....	Apr. 15 to June 30, 1894.
1,400.93	176.52	.....	.....	2,638.85	.....	.....	
.....	73.20	.....	.....	1,155.21	.....	.....	July 1 to Dec. 16, 1893.
.....	52.80	.....	.....	1,249.29	.....	.....	Dec. 17, 1893, to June 30, 1894.
97.95	.....	.....	.....	299.75	.....	.....	July 1, 1893, to Apr. 15, 1894.

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1893.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Council Bluffs, Iowa	Russell N. Whittlesey	.....	$52.20	.....	.....	.....
Cuyahoga, Ohio	Marco B. Gary	.....	663.90	$675.10	.....	.....
Do	Augustus Zehring	.....	336.10	196.20	.....	.....
Delaware	Geo. L. Townsend	.....	500.00	566.64	$36.30	$396.80
Denver, Colo	Henry G. Heffron	.....	616.66	.....	55.20	.....
Do	Otis B Spencer	.....	383.34	.....	20.80	.....
Des Moines, Iowa	John C. Hotchkiss	.....	.....	.....	.....	.....
Detroit, Mich	Geo. H. Hopkins	.....	586.10	4,088.10	.....	.....
Do	John B. Molony	.....	413.90	1,991.55	.....	.....
Dubuque, Iowa	George Fengler	.....	264.42	2.20	.....	54.60
Do	William G. Sweeney	.....	85.58	.....	.....	.....
Duluth, Minn	Charles F. Johnson	.....	868.11	119.00	214.60	353.90
Do	Emil Olund	.....	131.89	38.00	29.00	37.24
Dunkirk, N. Y	Jotham C. Haggett	.....	1,000.00	4.00	1.50	12.60
Eastern Maryland	L. Edw. P. Dennis	.....	1,200.00	10.40	.....	1,102.35
Edgartown, Mass	Chas. H. Marchant	.....	250.00	115.28	.....	78.45
Erie, Pa	John M. Glazier	.....	434.82	71.50	27.70	100.10
Do	Nelson Baldwin	.....	565.18	47.50	15.70	134.20
Evansville, Ind	Charles E. Scoville	.....	145.50	.....	12.20	32.65
Do	George W. Haynie	.....	204.50	.40	13.60	71.30
Fairfield, Conn	Walter Goddard	.....	250.00	85.53	86.60	576.80
Fall River, Mass	James Brady, jr	.....	150.00	151.06	.....	233.60
Fernandina, Fla	James A. Pine	.....	500.00	931.08	.....	148.80
Frenchman Bay, Me	John D. Hopkins	.....	139.28	237.62	10.40	295.70
Do	John B. Redman	.....	10.72	3.10	2.40	56.40
Galena, Ill	Charles H. Miller	.....	350.00	.....	.....	9.75
Galveston, Tex	N. Wright Cuney	.....	65.22	16.11	.....	.....
Do	George P. Finlay	.....	1,434.78	1,332.56	.....	.....
Genesee, N. Y	Henry Hebing	.....	832.42	498.10	.....	.....
Do	George H. Houck	.....	167.60	186.60	.....	.....
Georgetown, D. C	Sherman A. Johnson	.....	429.95	63.03	185.00	139.80
Do	William H. Manogue	.....	70.05	15.67	17.00	21.05
Georgetown, S. C	Richard O. Bush	.....	250.00	56.22	.....	85.75
Gloucester, Mass	William A. Pew	.....	250.00	845.28	462.25	1,315.95
Grand Rapids, Mich	Andrew Fyfe	.....	1,200.00	.....	173.00	.....
Great Egg Harbor, N. J.	John Price	.....	166.00	1.40	.....	137.30
Do	Enoch A. Higbee	.....	84.00	1.30	.....	161.50
Hartford, Conn	Ezra B. Bailey	.....	.....	2.70	237.20	97.25
Humboldt, Cal	Chas. F. Roberts	.....	2,500.00	55.00	.....	97.90
Huron, Mich	Thos. M. Crocker	.....	1,000.00	2,951.55	.....	.....
Indianapolis, Ind	Phil. M. Hildebrand	.....	415.80	.....	.....	.....
Do	George G. Tanner	.....	584.20	.....	.....	.....
Kansas City, Mo	Ross Guffin	.....	415.80	2.20	.....	.....
Do	J. Scott Harrison	.....	584.20	10.80	.....	.....
Kennebunk, Me	Parker C. Wiggin	.....	.....	2.00	.....	51.40
Key West, Fla	John F. Horr	.....	145.38	.....	.....	.....
Do	Jefferson B. Browne	.....	354.62	.....	.....	.....
La Crosse, Wis	Robert Calvert	.....	350.00	.....	.....	.....
Lincoln, Nebr	Henry L. McArthur	.....	597.50	.....	35.80	.....
Do	John M. Burks	.....	302.50	.....	16.20	.....
Little Egg Harbor, N.J.	Samuel P. Bartlett	.....	250.00	.....	.....	24.90
Los Angeles, Cal	Henry Z. Osborne	.....	1,659.70	243.67	.....	.....
Do	John T. Gaffey	.....	840.30	133.60	.....	.....
Louisville, Ky	Daniel R. Collier	.....	117.00	.....	.....	.....
Do	Benjamin F. Alvord	.....	233.00	.....	.....	.....
Machias, Me	Eldridge H. Bryant	.....	250.00	411.54	2.40	667.90
Marblehead, Mass	Stuart F. McClearn	.....	.....	165.57	5.40	67.50

ending June 30, 1894 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1894.	Balance due officer July 1, 1893.	Compensation.	Deposits.	Balance due United States June 30, 1894.	
.....	.....	.....	.....	$52.20	.....	.....	Apr. 16 to June 30, 1894.
$995.80	$571.88	.....	.....	2,231.28	$675.10	.....	July 1, 1893, to Feb. 28, 1894.
504.20	360.52	.....	.....	1,200.82	196.20	.....	Mar. 1 to June 30, 1894.
373.76	26.90	.....	.....	1,900.40	.....	.....	
935.32	.....	.....	.....	1,607.18	.....	.....	July 1, 1893, to Feb. 11, 1894.
336.15	.....	.....	.....	740.29	.....	.....	Feb. 12 to June 30, 1894.
200.30	.....	.....	.....	200.30	.....	.....	
.....	694.70	.....	.....	2,160.00	3,208.90	.....	July 1, 1893, to Jan. 31, 1894.
.....	481.30	.....	.....	1,516.00	1,370.75	.....	Feb. 1 to June 30, 1894.
204.78	.....	.....	.....	526.00	.....	.....	July 1, 1893, to Apr. 2, 1894.
76.39	.....	.....	.....	161.97	.....	.....	Apr. 3 to June 30, 1894.
312.25	636.00	.....	.....	2,503.86	.....	.....	July 1, 1893, to May 13, 1894.
93.54	263.74	.....	.....	593.41	.....	.....	May 14 to June 30, 1894.
8.31	.....	.....	.....	1,026.41	.....	.....	
.....	.....	.....	.....	2,312.75	.....	.....	
4.36	.....	.....	.....	448.09	.....	.....	
203.69	3.50	.....	.....	841.31	.....	.....	July 1 to Dec. 7, 1893.
11.53	1.00	.....	.....	775.11	.....	.....	Dec. 8, 1893, to June 30, 1894.
127.35	.....	.....	.....	317.70	.....	.....	July 1 to Nov. 30, 1893.
199.19	.....	.....	.....	488.99	.....	.....	Dec. 1, 1893, to June 30, 1894.
1,658.16	87.61	.....	.....	2,744.70	.....	.....	
2,465.34	.....	.....	.....	3,000.00	.....	.....	
79.75	.....	.....	.....	1,659.63	.....	.....	
7.34	106.00	.....	.....	796.34	.....	.....	July 1, 1893, to June 4, 1894.
.....	5.20	.....	.....	77.82	.....	.....	June 5 to 30, 1894.
.....	.....	.....	.....	359.75	.....	.....	
.....	22.75	.....	.....	104.08	.....	.....	July 1 to 16, 1893.
.....	1,005.14	.....	.....	3,396.44	376.00	$0.04	July 17, 1893, to June 30, 1894.
1,248.63	955.08	.....	.....	3,036.13	498.10	.....	July 1, 1893, to Apr. 30, 1894.
251.40	99.65	$100.00	.....	518.65	286.60	.....	May 1 to June 30, 1894.
1,034.99	546.78	.....	.....	2,399.55	.....	.....	July 1, 1893, to May 10, 1894.
69.09	32.16	.....	.....	225.02	.....	.....	May 11 to June 30, 1894.
1.20	.....	.....	.....	393.17	.....	.....	
125.52	1,577.75	.....	.....	4,577.75	.....	.....	
876.95	.....	.....	.....	2,249.95	.....	.....	
.....	.....	.....	.....	304.70	.....	.....	July 1, 1893, to Feb. 28, 1894.
.....	.....	.....	.....	246.80	.....	.....	Mar. 1 to June 30, 1894.
2,662.85	430.45	.....	.....	3,430.45	.....	.....	
1.58	.....	.....	.....	2,654.48	.....	.....	
.....	1,100.00	.....	.....	3,600.00	1,451.55	.....	
1,663.00	.....	.....	.....	2,078.80	.....	.....	July 1 to Nov. 30, 1893.
2,337.00	.....	.....	.....	2,921.20	.....	.....	Dec. 1, 1893, to June 30, 1894.
1,663.00	.....	.....	.....	2,078.80	2.20	.....	July 1 to Nov. 30, 1893.
2,337.00	.....	.....	.....	2,921.20	10.80	.....	Dec. 1, 1893, to June 30, 1894.
.....	.....	.....	.....	53.40	.....	.....	
726.90	581.52	.....	.....	1,453.80	.....	.....	July 1 to Oct. 15, 1893.
1,773.10	1,418.48	.....	.....	3,546.20	.....	.....	Oct. 16, 1893, to June 30, 1894.
.....	.....	.....	.....	350.00	.....	.....	
66.78	.....	.....	.....	700.08	.....	.....	July 1, 1893, to Feb. 28, 1894.
45.11	.....	.....	.....	363.81	.....	.....	Mar. 1 to June 30, 1894.
.....	.....	.....	.....	274.90	.....	.....	
2,425.11	.....	.....	.....	1,991.70	2,336.78	.....	July 1, 1893, to Feb. 28, 1894.
1,048.88	.....	.....	.....	1,008.30	.....	1,014.48	Mar. 1 to June 30, 1894.
1,554.20	.....	.....	.....	1,671.20	.....	.....	July 1 to Oct. 31, 1893.
3,095.80	.....	.....	.....	3,328.80	.....	.....	Nov. 1, 1893, to June 30, 1894.
10.16	.....	.....	.....	1,342.00	.....	.....	
82.20	.....	.....	.....	320.67	.....	.....	

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1893.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Memphis, Tenn	Emerson Etheridge		$291.35		$58.20	$203.45
Do	J. H. Harris		58.65		9.60	70.40
Miami, Ohio	David R. Austin		1,000.00	$190.00		
Michigan, Ohio	Dudley O. Watson		1,000.00	81.70	.50	1,345.36
Milwaukee, Wis	August Ross		1,000.00			
Minnesota Junction	John C. Geraghty		1,000.00			
Mobile, Ala	Daniel B. Booth		165.97	1,473.90	61.20	158.99
Do	John J. King		84.13	1,017.43		
Montana and Idaho	David G. Browne			180.30		
Nantucket, Mass	Joseph W. Clapp		250.00			17.75
Nashville, Tenn	Herman A. Hasslock		1,000.00		23.40	66.35
Natchez, Miss	William Davis		276.39			5.55
Do	John Russell		223.61			1.10
Newark, N. J	Henry W. Egner		250.00	260.55	560.80	165.95
New Bedford, Mass	James Taylor			239.88	21.60	263.80
Newburyport, Mass	Hiram P. Mackintosh			63.40		163.30
New Haven, Conn	J. Rice Winchell			314.32	392.60	529.85
New London, Conn	William H. Saxton			37.52		210.60
Do	Almarin T. Hale			29.70		168.90
New Orleans, La	Henry C. Warmoth		285.33			
Do	Theo. S. Wilkinson		6,714.67			
Newport, R. I	John H. Cozzens			65.72	1.00	94.55
Do	Stephen P. Slocum			27.31	.60	85.50
Newport News, Va	Henry De B. Clay		66.80	738.55		98.38
Do	Lewis P. Stearnes		133.20	1,837.77		
New York, N. Y	Francis Hendricks		1,141.37			
Do	James T. Kilbreth		10,858.63			
Niagara, N. Y	James Low		1,000.00	7,841.70		
Norfolk and Portsmouth, Va.	Richard G. Banks			1,969.27	47.73	142.42
Do	Le Roy H. Shields			696.17		38.61
North and South Dakota	Nelson E. Nelson		1,200.00	1,116.25	607.00	
Omaha, Nebr	William H. Alexander		262.50		165.00	
Do	George L. Miller		87.50		47.20	.50
Oregon	Edward A. Taylor		750.00			
Do	Charles H. Page		2,250.00			
Oswegatchie, N. Y	William P. Remington		1,000.00	2,592.45		
Oswego, N. Y	Henry H. Lyman		421.23	991.90		
Do	William J. Bulger		578.77	668.90		
Paducah, Ky	Felix G. Rudolph		348.10			114.15
Do	John R. Puryear		1.90			
Pamlico, N. C	Robert Hancock, jr		586.10	29.60		238.60
Do	Stephen H. Lane		413.90	17.14		185.05
Paso del Norte, Tex	Webster Flanagan		755.43			
Do	Charles Davis		1,244.57			
Passamaquoddy, Me	George A. Curran		500.00	2,504.78		
Patchogue, N. Y	Robert Mills					432.75
Pearl River, Miss	Wm. G. Henderson		103.90	394.53	23.20	389.45
Do	A. M. Dahlgren		146.10	755.17	36.60	320.40
Pensacola, Fla	John R. Mizell		832.40	2,335.62	14.00	
Do	Daniel G. Brent		167.60	392.29		
Peoria, Ill	Philip Smith		350.00		25.00	70.90
Perth Amboy, N. J	Wm. T. Hopper		159.00	130.20	6.00	195.60
Do	Benj. M. Price		91.00	78.02	5.00	151.30
Petersburg, Va	T. Jeffn. Jarrett					2.95
Philadelphia, Pa	Thomas V. Cooper		5,777.78			
Do	John R. Read		2,222.22			
Pittsburg, Pa	John F. Dravo		291.35			
Do	Albert J. Barr		58.65			

ending June 30, 1894 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1894.	Balance due officer July 1, 1893.	Compensation.	Deposits.	Balance due United States June 30, 1894.	
$1,069.64	$420.81			$2,043.45			July 1, 1893, to Apr. 30, 1894.
87.25	10.26			$236.16			May 1 to June 30, 1894.
1,500.00	230.22			2,730.22	$190.00		
72.44				2,500.00			
1,500.00	1,268.20			3,768.20			
1,500.00	2,000.00			4,500.00			
178.32	20.45			2,012.12	46.71		July 1, 1893, to Feb. 28, 1894.
	35.20	*$250.67		1,043.53	343.90		Mar. 1 to June 30, 1894.
						$180.30	No compensation given; awaiting confirmation.
				267.75			
644.76	107.03			1,841.54			
				281.94			July 1, 1893, to Jan. 19, 1894.
				224.71			Jan. 20 to June 30, 1894.
1,021.37	1,460.00			3,718.67			
2,867.49				3,000.00		392.77	
15.65				242.35			
1,757.70	100.00			3,094.47			
20.43				268.55			July 1, 1893, to Feb. 28, 1894.
8.58				207.18			Mar. 1 to June 30, 1894.
				285.33			July 1 to 15, 1893.
				6,714.67			July 16, 1893, to June 30, 1894.
21.85				183.12			July 1, 1893, to Feb. 5, 1894.
3.95				117.36			Feb. 6 to June 30, 1894.
98.97				1,002.70			July 1 to Oct. 31, 1893.
26.33				1,997.30			Nov. 1, 1893, to June 30, 1894.
				1,141.37			July 1 to Aug. 4, 1893.
				10,858.63			Aug. 5, 1893, to June 30, 1894.
	1,765.00			4,265.00	5,832.94	508.76	
90.58	3.39			2,253.39			July 1, 1893, to Mar. 31, 1894.
15.22				750.00			Apr. 1 to June 30, 1894.
263.80				3,000.00	187.05		
3,092.89				3,520.39			July 1, 1893, to Mar. 31, 1894.
402.94				538.14			Apr. 1 to June 30, 1894.
	225.00			975.00			July 1 to Sept. 30, 1893.
	675.00			2,925.00			Oct. 1, 1893, to June 30, 1894.
	29.00			2,529.00	1,092.45		
8.15	460.70			1,513.68	368.30		July 1 to Dec. 2, 1893.
599.25	117.00			1,564.02	399.90		Dec. 3, 1893, to June 30, 1894.
				462.25			July 3, 1893, to June 30, 1894.
				1.90			July 1 to 2, 1893.
.93				855.23			July 1, 1893, to Jan. 31, 1894.
.18				616.27			Feb. 1 to June 30, 1894.
	453.26			1,208.69			July 1 to Nov. 16, 1893.
	847.84			2,092.41			Nov. 17, 1893, to June 30, 1894.
				3,000.00	4.78		
				432.75			
56.75				967.83			July 1 to Nov. 30, 1893.
94.35				1,352.62			Dec. 1, 1893, to June 30, 1894.
405.48				2,407.25	1,090.25		July 1, 1893, to Apr. 30, 1894.
				502.75	57.14		May 1 to June 30, 1894.
410.63	17.30			873.83			
10.90	381.67			883.37			July 1, 1893, to Feb. 18, 1894.
10.14	218.33			553.79			Feb. 19 to June 30, 1894.
				2.95			
				5,777.78			July 1, 1893, to Mar. 21, 1894.
				2,222.22			Mar. 22 to June 30, 1894.
3,870.75				4,162.10			July 1, 1893, to Apr. 30, 1894.
779.25				837.90			May 1 to June 30, 1894.

*Transfers

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1893.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Services to American vessels.
Plymouth, Mass	Herbert Morissey		$150.00	$18.00	$22.00	$20.35
Port Jefferson, N. Y	Thos. H. Saxton					103.19
Portland and Falmouth, Me.	Frederick N. Dow		6,000.00			
Portsmouth, N. H	James E. Dodge			47.64	7.20	39.65
Do	True L. Norris			86.52	48.20	44.25
Providence, R. I	Gorham P. Pomroy			539.50		
Puget Sound, Wash	James C. Saunders		3,500.00			
Do	C. M. Bradshaw	$24.18				
Richmond, Va	Charles M. Wallace			108.99	40.80	335.95
Rock Island, Ill	Walter Johnson		205.10		.80	68.50
Do	James R. Johnston		144.90			60.55
Saco, Me	Freeland H. Oaks		3.44			
Do	Harry A. McNeally		246.56	10.00		28.55
Sag Harbor, N. Y	John Sherry, jr		400.00		.80	15.90
Salem and Beverly, Mass	Guilford P. Bray			371.10	8.60	127.10
Do	William C. Waters			149.26	1.40	85.10
Saluria, Tex	Francis A. Vaughan		1,285.71	102.00	378.90	36.15
Do	W. A. Fitch		214.29	16.20	62.30	4.00
San Diego, Cal	John R. Berry	.80	1,756.94	701.76		
Do	John C. Fisher		743.06	272.71		
Sandusky, Ohio	T. Pitt Cooke		917.60	448.80	196.50	424.07
Do	Wm. H. Herbert		82.40	54.05	22.50	36.60
San Francisco, Cal	John H. Wise		7,000.00			
Savannah, Ga	Tomlinson F. Johnson			1,801.99	120.80	237.35
Do	John F. B. Beckwith			844.09	55.60	174.50
Sioux City, Iowa	Jonas McCleland		205.14		1.20	
Do	W. B. Humphrey		144.86		2.00	
Southern Oregon	Frank A. Stewart		796.70			26.50
Do	John S. Cocke		203.30			27.40
Springfield, Mass	Henry L. Hines		1,000.00		95.60	
St. Augustine, Fla	Henry J. Ritchie		476.65	38.10		123.75
Do	William Mickler		23.35	3.00		.25
St. Johns, Fla	Joseph E. Lee		436.80	240.27	28.00	382.40
Do	Charles R. Bisbee		64.57	12.34	2.40	29.10
St. Joseph, Mo	James Limbird		832.40		86.40	13.70
Do	Clay C. MacDonald		167.60		21.00	.50
St. Louis, Mo	Richard Dalton		350.00			
St. Marks, Fla	J. H. Pinkerton		425.82	2.70		28.45
Do	J. L. Cottrell		74.18			.85
St. Marys, Ga	Wm. A. White		500.00	39.35		58.70
Stonington, Conn	Charles T. Stanton		150.00	46.14		281.85
Superior, Mich	Electus B. Howard		334.20	519.15		
Do	Michael C. Scully		665.80	417.00		420.57
Tampa, Fla	Edward R. Gunby		1,327.80	238.63		
Do	John T. Lesley		672.20	214.75		
Tappahannock, Va	Henry W. Daingerfield		187.50			100.70
Do	W. B. Robinson		62.50			80.10
Teche, La	James R. Jolley		750.00	1.90		339.90
Do	J. H. P. Wise		250.00			77.10
Vermont	George G. Benedict		168.40	1,851.45		
Do	Bradley B. Smalley		831.60	10,785.65		
Vicksburg, Miss	Harry H. Kain		500.00			44.55
Waldoboro, Me	Wm. H. Luce	232.68	250.00	2,482.15		215.94
Wheeling, W. Va	Joseph A. Faris		350.00			247.80
Willamette, Oreg	James Lotan					
Do	Thomas J. Black		1,000.00	339.00		1,798.01
Wilmington, N. C	John C. Dancy		672.23	642.55	14.20	202.65

ending June 30, 1894 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1894.	Balance due officer July 1, 1893.	Compensation.	Deposits.	Balance due United States June 30, 1894.	
$722.19	.....	.....	.....	$932.54	.....	.....	
.....	.....	.....	.....	103.19	.....	.....	
.....	.....	.....	.....	6,000.00	.....	.....	
180.02	.....	.....	.....	274.51	.....	.....	July 1 to Nov. 11, 1893.
1,728.63	.....	.....	.....	1,907.60	.....	.....	Nov. 12, 1893, to June 30, 1894.
2,787.38	$1,535.90	*$7.09	.....	4,535.90	$333.97	.....	
.....	2,000.00	.....	.....	5,500.00	.....	.....	
.....	.....	.....	.....	.....	24.18	.....	
222.11	.....	.....	.....	707.85	.....	.....	
.....	.....	.....	.....	274.40	.....	.....	July 1, 1893, to Jan. 31, 1894.
.....	.....	.....	.....	205.45	.....	.....	Feb. 1 to June 30, 1894.
.....	.....	.....	.....	3.44	.....	.....	July 1 to 5, 1893.
.....	.....	.....	.....	285.11	.....	.....	July 6, 1893, to June 30, 1894.
5.25	.....	.....	.....	421.95	.....	.....	
7.78	20.95	.....	.....	535.53	.....	.....	July 1, 1893, to Mar. 2, 1894.
2.35	9.20	.....	.....	247.31	.....	.....	Mar. 3 to June 30, 1894.
.....	273.00	.....	.....	2,075.76	.....	.....	July 1, 1893, to May 9, 1894
.....	52.50	.....	.....	349.29	.....	.....	May 10 to June 30, 1894.
351.32	.....	.....	.....	2,108.26	702.56	.....	July 1, 1893, to Mar. 14, 1894.
599.62	.....	.....	.....	891.67	272.71	$451.01	Mar. 15 to June 30, 1894.
307.03	6.05	.....	.....	2,300.05	.....	.....	July 1, 1893, to May 31, 1894.
.24	.....	.....	.....	195.79	.....	.....	June 1 to 30, 1894.
.....	.....	.....	.....	7,000.00	.....	.....	
395.16	328.55	.....	.....	2,883.85	.....	.....	July 1, 1893, to Feb. 8, 1894.
114.70	231.94	.....	.....	1,420.83	.....	.....	Feb. 9 to June 30, 1894.
2.26	.....	.....	.....	208.60	.....	.....	July 1, 1893, to Jan. 31, 1894.
33.20	.....	.....	.....	180.06	.....	.....	Feb. 1 to June 30, 1894.
.....	.....	.....	.....	823.20	.....	.....	July 1, 1883, to Apr. 17, 1894.
.....	.....	.....	.....	230.70	.....	.....	Apr. 18 to June 30, 1894.
1,095.98	15.25	.....	.....	2,206.83	.....	.....	
137.86	.....	.....	.....	776.36	.....	.....	July 1, 1893, to June 13, 1894.
.....	.....	.....	.....	26.60	.....	.....	June 14 to 30, 1894.
784.87	.....	.....	.....	1,872.34	.....	.....	July 1, 1893, to May 14, 1894.
184.40	.....	.....	.....	292.81	.....	.....	May 15 to June 30, 1894.
1,059.33	196.67	.....	.....	2,188.50	.....	.....	July 1, 1893, to Apr. 30, 1894.
154.91	28.86	.....	.....	372.87	.....	.....	May 1 to June 30, 1894.
4,650.00	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	456.97	.....	.....	July 1, 1893, to May 7, 1894.
.....	.....	.....	.....	75.03	.....	.....	May 8 to June 30, 1894.
2.10	.....	.....	.....	600.15	.....	.....	
26.08	.....	.....	.....	504.07	.....	.....	
.....	3.61	.....	.....	839.21	17.75	.....	July 1 to Oct. 31, 1893.
161.03	.....	.....	.....	1,664.40	.....	.....	Nov. 1, 1893, to June 30, 1894.
663.90	729.00	.....	.....	2,720.70	238.63	.....	July 1, 1893, to Feb. 28, 1894.
336.10	366.00	.....	.....	1,374.30	214.75	.....	Mar. 1 to June 30, 1894.
.....	.....	.....	.....	288.20	.....	.....	July 1, 1893, to Mar. 31, 1894.
.....	.....	.....	.....	142.60	.....	.....	Apr. 1 to June 30, 1894.
.....	.....	.....	.....	1,091.80	.....	.....	July 1, 1893, to Mar. 31, 1894.
.....	.....	.....	.....	327.10	.....	.....	Apr. 1 to June 30, 1894.
252.80	12.00	.....	.....	433.20	1,851.45	.....	July 1 to Aug. 31, 1893.
1,247.20	.....	.....	.....	2,078.80	10,785.65	.....	Sept. 1, 1893, to June 30, 1894.
.....	.....	.....	.....	544.55	.....	.....	
54.82	.....	.....	.....	3,000.00	235.59	.....	
67.23	.....	.....	.....	665.03	.....	.....	
.....	.....	*3.98	*$3.98	.....	.....	.....	
.....	1,473.33	*29.79	.....	4,473.33	166.80	.....	
108.97	377.10	.....	.....	2,017.70	.....	.....	July 1, 1893, to Mar. 8, 1894.

*Transfers.

Statement of the official emoluments of officers of the customs for the fiscal year

District or port.	Name of officer.	Receipts.				
		Balance due United States July 1, 1893.	Salary.	Fees collected.	Fees under act of June 10, 1890.	Sercices to American vessels.
Wilmington, N. C	William R. Kenan	.....	$327.77	$236.23	$9.20	$139.65
Wiscasset, Me	George B. Sawyer	.....	200.00	368.40	21.00	280.40
Yaquina, Oreg	Royal A. Bensell	.....	1,000.00	.....	.....	15.25
York, Me	George W. Currier	.....	250.00	.....	.....	2.90
	Naval officers.					
Baltimore, Md	Milton G. Urner	.....	4,354.38	.....	.....	.....
Do	Barnes Compton	.....	645.62	.....	.....	.....
Boston, Mass	Frank D. Currier	.....	5,000.00	.....	.....	.....
New Orleans, La	John F. Patty	.....	258.15	.....	.....	.....
Do	Jeff. B. Snyder	.....	4,741.85	.....	.....	.....
New York, N. Y	Theo. B. Willis	.....	7,560.44	.....	.....	.....
Do	Christ. C. Baldwin	.....	439.56	.....	.....	.....
Philadelphia, Pa	Thos. J. Powers	.....	3,750.00	.....	.....	.....
Do	J. Marshall Wright	.....	1,250.00	.....	.....	.....
San Francisco, Cal	Edw. P. Danforth	.....	3,152.80	.....	.....	.....
Do	John P. Irish	.....	1,847.20	.....	.....	.....
	Surveyors.					
Baltimore, Md	Wm. D. Burchinal	.....	3,906.61	.....	.....	.....
Do	C. Ridgeley Goodwin	.....	74.18	.....	.....	.....
Do	Buchanan Schley	.....	123.63	.....	.....	.....
Boston, Mass	William E. Blunt	.....	5,000.00	.....	.....	.....
Greenport, N. Y	John A. Bassaraer	.....	.....	.....	.....	234.40
Michigan City, Ind	Charles J. Robb	.....	350.00	.....	.....	.....
New Orleans, La	Wm. L. McMillen	.....	294.84	.....	.....	.....
Do	S. D. Ellis	.....	3,205.16	.....	.....	.....
New York, N. Y	George W. Lyon	.....	2,913.03	.....	.....	.....
Philadelphia, Pa	John J. Ridgway	.....	3,543.33	.....	.....	.....
Do	P. Gray Meek	.....	1,416.67	.....	.....	.....
Portland, Me	Mark F. Wentworth	.....	4,500.00	.....	.....	.....
San Francisco, Cal	Paris Kilburne	.....	2,500.00	.....	.....	.....
Do	Wm. D. English	.....	2,500.00	.....	.....	.....
Total		$261.03	217,911.05	88,857.34	6,413.28	25,835.18

RECAPITULATION.

Balance due the United States July 1, 1893	$261.03
Salary	217,911.05
Fees	88,857.34
Fees, act June 10, 1890	6,413.28
Services to American vessels	25,835.18
Commissions	92,742.20
Storage	32,674.21
Transfer	291.53
Balance due officers June 30, 1894	140.00
Total	465,125.82

TREASURY DEPARTMENT,
Office of Auditor for the Treasury Department, January 25, 1895.

ending June 30, 1894 (required by section 2639, Revised Statutes)—Continued.

Receipts.			Expenditures.				Remarks.
Commissions.	Storage.	Balance due officer June 30, 1894.	Balance due officer July 1, 1893.	Compensation.	Deposits.	Balance due United States June 30 1894.	
$20.75	$37.35	.....	.....	$770.95	.....	.....	Mar. 4 to June 30, 1894.
3.24	72.00	.....	.....	945.04	.....	.....	
.....	.....	.....	.....	1,015.25	.....	.....	
.....	.....	.....	.....	252.90	.....	.....	
.....	.....	.....	.....	4,354.38	.....	.....	July 1, 1893, to May 14, 1894.
.....	.....	.....	.....	645.62	.....	.....	May 15 to June 30, 1894.
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	258.15	.....	.....	July 1 to 19, 1893.
.....	.....	.....	.....	4,741.85	.....	.....	July 20, 1893, to June 30, 1894.
.....	.....	.....	.....	7,560.44	.....	.....	July 1, 1893, to June 10, 1894.
.....	.....	.....	.....	439.56	.....	.....	June 11 to 30, 1894.
.....	.....	.....	.....	3,750.00	.....	.....	July 1, 1893, to Mar. 31, 1894.
.....	.....	.....	.....	1,250.00	.....	.....	Apr. 1 to June 30, 1894.
.....	.....	.....	.....	3,152.80	.....	.....	July 1, 1893, to Feb. 16, 1894.
.....	.....	.....	.....	1,847.20	.....	.....	Feb. 17 to June 30, 1894.
.....	.....	.....	.....	3,906.61	.....	.....	July 1, 1893, to May 13, 1894.
.....	.....	.....	.....	74.18	.....	.....	May 14 to 19, 1894; died May 19, 1894.
.....	.....	.....	.....	123.63	.....	.....	June 21 to 30, 1894; office vacant May 20 to June 20, 1894.
.....	.....	.....	.....	5,000.00	.....	.....	
.....	.....	.....	.....	234.40	.....	.....	
.....	.....	.....	.....	350.00	.....	.....	
.....	.....	.....	.....	294.84	.....	.....	July, 1893.
.....	.....	.....	.....	3,205.16	.....	.....	Aug. 1, 1893 to June 30, 1894.
.....	.....	.....	.....	2,913.03	.....	.....	July 1 to Nov. 11, 1893; resigned; office vacant to July 28, 1894.
.....	.....	$40.00	.....	3,583.33	.....	.....	July 1, 1893 to Mar. 19, 1894.
.....	.....	.....	.....	1,416.67	.....	.....	Mar. 20 to June 30, 1894.
.....	.....	.....	.....	4,500.00	.....	.....	
.....	.....	.....	.....	2,500.00	.....	.....	July 1 to Dec. 31, 1893.
.....	.....	.....	.....	2,500.00	.....	.....	Jan. 1 to June 30, 1894.
92,742.20	32,674.21	431.53	$3.98	414,989.19	$47,259.21	$2,873.44	

RECAPITULATION.

Balance due officers June 30, 1893	$3.98
Compensation	414,989.19
Deposits	47,259.21
Balance due United States June 30, 1894	2,873.44
Total	465,125.82

E. P. BALDWIN,
Auditor for the Treasury Department.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 264.

CLAIMS FOR BOUNTY ON BEET SUGAR.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING,

Pursuant to House resolution dated the 23d instant, information as to the number of claims on file for bounty on beet sugar.

JANUARY 29, 1895.—Referred to the Committee on Ways and Means and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 28, 1895.

SIR: In response to a resolution of the House of Representatives, adopted on the 23d instant, requesting the Secretary of the Treasury to furnish the House with the number of claims on file in his office for bounty on beet sugar manufactured prior to the passage of the tariff act of August 28, 1894, together with the names of claimants and amount of said claims, I have the honor to transmit herewith copy of the report of the Commissioner of Internal Revenue giving the information.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

Hon. J. D. RICHARDSON,
Speaker pro tempore, House of Representatives.

TREASURY DEPARTMENT,
OFFICE OF THE COMMISSIONER OF INTERNAL REVENUE,
Washington, D. C., January 26, 1895.

SIR: I have the honor to return the accompanying resolution of the United States House of Representatives, dated the 23d instant, and

referred to me for reply, with the following statement, which covers the request contained in the said resolution:

Statement showing by collection districts the names of claimants and the number and amount of unpaid claims for bounty on domestic beet sugar manufactured while the late bounty law was in force and effect.

Collection districts.	Names of claimants.	Number of claims.	Amount of claims.
First district of California	Alameda Sugar Co	2	$7,555.38
Do	Chico Valley Beet Sugar Co	3	43,121.34
Do	Western Beet Sugar Co	1	21,227.94
Nebraska	Norfolk Beet Sugar Co	1	3,093.56
Do	Oxnard Beet Sugar Co	1	11,782.50
Total		8	86,780.72

Respectfully, yours,

G. W. WILSON,
Acting Commissioner.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury, Washington, D. C.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 265.

EXPENSES OF JOINT COMMISSION.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING,

Pursuant to House resolution of the 21st instant, information as to expenditures under the direction of the Joint Commission.

JANUARY 29, 1895.—Referred to the Committee on Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 28, 1895.

SIR: In reply to a resolution of the House of Representatives of January 21, 1895—

That the Secretary of the Treasury be, and he is hereby, requested to inform the House what amount of money has been expended by or under the direction of the Joint Commission authorized by the act making appropriations for the legislative, executive, and judicial expenses of the Government, approved March third, eighteen hundred and ninety-three, "to inquire into and examine the status of the laws organizing the Executive Departments of the Government, bureaus, divisions, and other Government establishments at the national capital, the rules and methods for the conduct of the same, the time and attention devoted to the operations thereof by the persons," etc., since its organization, and what amount of the sum expended has been paid to the employees of the Joint Commission, and what amount is still due the said employees, and how many persons are drawing pay under said Commission, and what pay is allowed each of them, together with the payments, if any, for the pay of each of said employees,

I have the honor to submit a statement of expenditures made under the provisions of the act of March 3, 1893, creating the Commission, showing the names of the parties to whom and for what purposes paid, from June 6, 1893, to and including December 31, 1894:

C. W. Haskins, expert to the Commission:

Salary from June 6, 1893, to September 30, 1893, at the rate of $9,000 per annum	$2,868.13
Salary for quarter ending—	
December 31, 1893	2,250.00
March 31, 1894	2,250.00
June 30, 1894	2,250.00
September 30, 1894	2,250.00
December 31, 1894	2,250.00

E. W. Sells, expert to the Commission:	
Salary from June 6, 1893, to September 30, 1893, at the rate of $6,000 per annum	$1,912.09
Salary for quarter ending—	
December 31, 1893	1,500.00
March 31, 1894	1,500.00
June 30, 1894	1,500.00
September 30, 1894	1,500.00
December 31, 1894	1,500.00
T. P. Cleaves, clerical services, authorized to be paid by section 26, act July 31, 1894, from March 4, 1893, to June 30, 1894, at the rate of $1,250 per annum	1,659.72
J. C. Courts, clerical services, authorized to be paid by section 26, act July 31, 1894, from March 4, 1893, to June 30, 1894, at the rate of $1,250 per annum	1,659.72
Clinton Furbish, rent of room in house No. 2, Lafayette Square, Washington, D. C., one year from September 1, 1893, to August 31, 1894	360.00
Total	27,209.66

There are no salaried employees connected with the Commission, so far as the Department is advised, other than those named herein, and there will be due on account of their salaries at the close of the present month the sum of $2,757.

It may be added, although not called for by the terms of the resolution, that the Secretary of the Treasury, in letters dated December 30, 1893, and May 25, 1894, requested permission of the Joint Commission to appoint the experts of the Commission as a committee to investigate certain matters connected with the customs service at the ports of New York and Chicago, with the stipulation that the expenses to be incurred by the experts while engaged on such investigation should be borne by the Treasury Department. The Joint Commission, by formal action under date of May 26, 1894, acceded to the request of the Secretary. The investigation lasted from May 31, 1894, to July 14, 1894, and the actual expenses incurred by C. W. Haskins and E. W. Sells, experts, while so engaged, and of L. M. Estabrook, a stenographer detailed to assist them, amounting in the aggregate to $784.33, were paid from appropriations for "detection and prevention of frauds upon the customs revenue."

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 266.

APPROPRIATION FOR STATE OR TERRITORIAL HOMES FOR DISABLED SOLDIERS AND SAILORS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for State or Territorial Homes for disabled soldiers and sailors for the current fiscal year.

JANUARY 29, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 28, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of deficiency in the appropriation for "State or Territorial Homes for disabled soldiers and sailors" for the fiscal year ending June 30, 1895, $100,000, as submitted by the Secretary of War under date of to-day.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WAR DEPARTMENT,
Washington City, January 28, 1895.

SIR: I have the honor to forward herewith, for transmission to Congress, estimate ($100,000) of a deficiency in the appropriation for "State or Territorial Homes for disabled soldiers and sailors, 1895," submitted by Gen. W. B. Franklin, president Board of Managers, National Home for Disabled Volunteer Soldiers.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SECRETARY OF THE TREASURY.

HARTFORD, CONN., *January 22, 1895.*

SIR: I have the honor to forward, herewith inclosed, a deficiency estimate for continuing aid to State and Territorial Homes for the support of disabled volunteer soldiers for the fiscal year ending June 30, 1895, and to request that the same may be submitted to the Committee on Appropriations, House of Representatives, Washington, D. C., for such action as they may deem proper.

Respectfully, yours,

W. B. FRANKLIN,
President Board of Managers,
National Home for Disabled Volunteer Soldiers.

Hon. JOHN G. CARLISLE,
Secretary Treasury Department, Washington, D. C.
(Through Hon. Daniel S. Lamont, Secretary of War, Washington, D. C.)

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the National Home for Disabled Volunteer Soldiers.

State and Territorial Homes for disabled soldiers and sailors:	
Continuing aid to State and Territorial Homes for the support of disabled volunteer soldiers (Aug. 27, 1888, vol. 25, p. 450, sec. 1; Aug. 5, 1892, vol. 27, p. 384, sec. 1; Aug. 18, 1894, vol. 28, p. 412, sec. 1)	$100,000.00
Amount appropriated for the fiscal year for which the appropriation is required	570,000.00

EXPLANATION.

Appropriation for fiscal year ending June 30, 1895	570,000.00
Expenditures, quarter ending September 30, 1894	152,390.41
Amount available	417,609.59
Amount required for quarter ending December 31, 1894	176,475.00
Estimated amount required for quarter ending March 31, 1895	180,000.00
Estimated amount required for quarter ending June 30, 1895	161,134.59
Total	517,609.59
Amount available	417,609.59
Deficiency	100,000.00
Average present, quarter ending September 30, 1894	6,436
Average present, quarter ending December 31, 1894	7,259
Increase	823

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 267.

CUSTOMS INSPECTORS' QUARTERS, ETC.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

With a favorable recommendation, a draft of a bill to enable the Secretary of the Treasury to erect and provide the necessary boat and storage houses and inspectors' quarters required for the collection of revenue from customs.

JANUARY 30, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington D. C., January 29, 1895.

SIR: In view of the imperative necessities of the service, it is required that boat houses and inspectors' quarters shall be erected at various points in the several customs collection districts of the United States.

Such facilities for the collection of the revenue from customs are absolutely necessary, and I have the honor to submit herewith, with a request that it be enacted into law, a bill to authorize the Secretary of the Treasury to solicit bids for and have erected all necessary buildings for the protection of property used in the collection of the revenue from customs, for storage purposes and inspectors' quarters, provided the sum expended in each case be not to exceed in amount the sum of $500.

This legislation is made necessary by reason of the opinion of the Attorney-General, to the effect that buildings of the character named in the proposed bill can not be constructed by the Secretary of the Treasury, the cost therefor to be paid from the appropriation for "collecting the revenue from customs."

For your information I would state that during a great storm in the fall of 1893, the small building occupied as a boat house and quarters for the customs inspector at Southport, N. C., in the customs district of Wilmington, N. C., was destroyed. The books and records ever since have been kept in a store that is inaccessible at many times during the day and closed on Sundays. The boat houses at Beaufort

and Georgetown, S. C., and Brunswick, Ga., were all washed away during that same storm, and the customs boarding boats at these ports are left without protection from theft and exposure to the weather.

It is to meet such exigencies as the above that the proposed bill is submitted to your honorable body for consideration.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

A BILL to enable the Secretary of the Treasury to erect and provide the necessary boat and storage houses and inspectors' quarters required for the collection of revenue from customs.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to have erected boat houses, storage houses, and inspectors' quarters necessary for use in the collection of the revenue from customs at the various customs ports and subports in the United States: *Provided,* That the amount expended in each case be not to exceed the sum of five hundred dollars, payable out of the appropriation, "Expenses collecting the revenue from customs."

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 268.

CONVERSE J. SMITH.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

REQUESTING

Authority to pay Special Agent Smith expenses incurred in the prosecution of a violater of the customs law out of the appropriation for the prevention and detection of frauds upon the customs revenue.

JANUARY 30, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 28, 1895.

SIR: On July 20, 1892, one W. Robert May, a member of the firm of James S. May & Son, merchant tailors of St. John, New Brunswick, was arrested at Eastport, Me., by Special Agent Converse J. Smith, on the charge of smuggling. It appears that the agent before making the arrest satisfied himself that evidence could be produced showing that during the year 1890 over 300 packages of clothing, made by the firm named, were smuggled into the United States, and that the revenue suffered a loss thereby of an amount estimated at $5,000. Agent Smith claims that he can produce testimony to show that said firm has been engaged in smuggling for more than twelve years past, and he is of opinion that payment of duties has been evaded by said firm to an amount exceeding $30,000. The case against May is pending in the United States circuit court of Massachusetts.

On October 27, 1893, while in St. John on official business, Agent Smith was arrested on complaint of said W. Robert May, the charge being that of trespass. Bail was furnished promptly by the agent, who, on October 28, 1893, requested that the United States consul at the place named be instructed by wire to employ counsel for his defense. To this request I sent the following dispatch on October 28, 1893:

> It will be necessary for you to employ counsel on your own account, as was done in Montreal case. This Department will recommend to Congress payment for such legal services on receipt of an account therefor.

Under the instructions given, the special agent engaged the services of Mr. J. A. Belyea, an attorney at law of St. John, who successfully

defended the customs officer, and the case against him was dismissed. An itemized bill in the amount of $2,323.82 has been rendered to this Department by the attorney named, and I recommend that an appropriation for its payment be made.

In the preparation of his case, Special Agent Smith incurred expenses amounting to $342.40 for the services of witnesses, consultation with attorneys at Boston, typewriting, etc., and has submitted to the Department a bill therefor, accompanied by vouchers, showing that the items were paid by him. Expenses of the character in question should have been incurred properly under the direction of the district attorney at Boston, and payable from the appropriation under the control of the Department of Justice. In view of the facts in the case I suggest that authority be given for the payment of the expenses thus incurred out of the appropriation for the prevention and detection of frauds upon the customs revenue.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

Hon. CHARLES F. CRISP,
Speaker of the House of Representatives,
Washington, D. C.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 269.

TITLE TO GREER COUNTY.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriation submitted by the Attorney-General for defraying the expenses in settling title to Greer County, claimed by Texas.

JANUARY 30, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 29, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of appropriation submitted by the Attorney-General, under date of the 26th instant, for defraying the expenses in settling title to Greer County, claimed by Texas, $10,000.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., January 26, 1895.

SIR: You are respectfully requested to transmit to Congress for action at its present session the application of the Department for an increased appropriation for defraying the expenses in settling title to Greer County, claimed by Texas, in the sum of $10,000.

The available appropriation for similar expenses will be largely consumed in taking testimony and printing found to be necessary; and after paying these expenses there will be left an amount not sufficient to settle with the counsel employed in the matter.

Counsel goes this day to Austin, Tex., to attend the taking of several important depositions. Under stipulation just entered into with the counsel for the State of Texas, it is provided that the additional evidence on each side shall be taken and printed without delaying the cause, which is set for hearing by the Supreme Court of the United States on March 4, 1895. The new matter involves the lithographing of some eight or ten maps and some fifty pages of printed matter.

The counsel for the Government has received no compensation for many months. If the case is decided in March it will be necessary to have additional funds for the payment of counsel fees.

The bulk of the costs in the case, including over $3,000 for printing, has been paid by the United States up to the present time, while it is understood that the State of Texas has expended in the cause twice the amount paid out by the Government so far.

It is expected that counsel will render a specific statement of the services rendered by him in the case, so that the Department will be in position to ascertain the amount properly payable to him, as provided by the act of Congress under which he was appointed.

From the above statement it will be seen that the Department ought to be in a position to settle with its counsel promptly. The bill for such services, as above stated, will include a long period during which no payment has been made.

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 270.

DEFICIENCY APPROPRIATION FOR THE DEPARTMENT OF JUSTICE

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Estimates of deficiencies in appropriations for the Department of Justice and United States courts for the current fiscal year, submitted by the Attorney-General.

JANUARY 30, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 29, 1895.*

SIR: I have the honor to transmit herewith for the consideration of Congress a communication from the Attorney-General, under date of the 28th instant, presenting a list of deficiencies in the appropriations for defraying the expenses of the Department of Justice and of the United States courts for the current and prior fiscal years, aggregating $2,167,749.97.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., January 28, 1895.

SIR: You are respectfully requested to submit to Congress the following statements of deficiency appropriations that are needed during the fiscal years 1895 and prior years for defraying the expenses of the Department of Justice and of the United States courts:

DEPARTMENT OF JUSTICE.

Defending suits in claims against the United States, 1895	$4,000.00
Defending suits in claims against the United States, 1894	333.20
Contingent expenses:	
Transportation, 1895	500.00
Transportation (Merchants' Parcel Delivery Company), 1894	8.00
Stationery, 1895	300.00
Furniture and repairs, 1895	500.00
Miscellaneous items, 1895	1,100.00
Miscellaneous items (Moses & Son), 1894	36.83

EXPENSES OF UNITED STATES COURTS.

On January 17, 1895, the Department asked the Auditor for the State and other Departments for a statement of deficiencies in the appropriations for expenses of the United States courts for the fiscal years 1895, 1894, and 1893. On January 26, 1895, J. J. Willie, Acting Auditor, replied (copy of which is herewith inclosed) to the effect that there were needed deficiency appropriations, viz:

Title of appropriation.	Fiscal year—	
	1893.	1894.
Fees and expenses of marshals	$28,159.58	$195,450.00
Fees and of district attorneys	----------	54,281.10
Pay of special assistant attorneys	1,209.36	25,652.49
Fees of clerks	----------	3,000.00
Fees of commissioners	2,438.65	40,081.55
Fees of witnesses	2,224.93	11,100.00
Pay of bailiffs, etc	----------	1,100.00

It will be noticed that the Auditor states that he did not have the data on which to make the deficiency for the fiscal year 1895. Taking the statement as made the Department asks for the following deficiencies:

	Year.	Amount.		Year.	Amount.
Fees and expenses of marshals	1895	$713,000.00	Support of prisoners	1889	$75.60
Do	1894	195,450.00	Pay of bailiffs, etc	1895	45,000.00
Do	1893	28,159.58	Do	1894	5,838.55
Protecting property in the hands of receivers, United States courts	1894–95	140,000.00	Do	1892	15.00
			Do	1888	54.00
Fees of jurors	1895	100,000.00	Miscellaneous expenses of courts	1895	70,000.00
Do	1893	3,000.00	Do	1891	5.00
Do	1892	401.65	Do	1889	7.25
Do	1891	8.00	Do	1888	41.20
Do	1890	13.00	Do	1887	15.50
Do	1887	20.00	Fees of district attorneys	1895	100,000.00
Do	1885	10.00	Do	1894	54,281.10
Do	1872	506.50	Pay of regular assistant attorneys	1895	26,000.00
Fees of witnesses	1894	75,700.64	Pay of special assistant attorneys	1895	30,000.00
Do	1892	1,506.36	Do	1894	25,652.49
Do	1891	18.30	Do	1893	1,209.36
Do	1890	61.70	Fees of clerks	1895	120,000.00
Do	1889	654.95	Do	1894	4,000.00
Do	1883	84.00	Fees of commissioners	1895	187,200.00
Support of prisoners	1895	50,000.00	Do	1894	40,181.55
Do	1894	76,000.00	Do	1893	3,000.00
Do	1892	1,000.77	Rent of court rooms	1895	62,000.00
Do	1891	190.22			
Do	1890	609.67			

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE
STATE AND OTHER DEPARTMENTS,
Washington, D. C., January 26, 1895.

SIR: Complying with your request of the 17th instant, I have the honor to submit the subjoined statement of deficiencies in the appropriations for expenses of United States courts for the fiscal years 1893 and 1894, to wit:

Title of appropriation.	Fiscal year 1893.	Fiscal year 1894.
Fees and expenses of marshals	$28,159.58	$195,450.00
Fees of district attorneys	----------	54,281.10
Pay of special assistant attorneys	1,209.36	25,652.49
Fees of clerks	----------	3,000.00
Fees of commissioners	2,438.65	40,081.55
Fees of witnesses	2,224.93	11,100.00
Pay of bailiffs, etc	----------	1,100.00

This office has not at hand the data on which to base an estimate of deficiencies for the fiscal year 1895, since the appropriations carried by the urgent deficiency bill are not known. The amounts needed can probably be reached by estimates in your Department. To the figures given above for the fiscal years 1893 and 1894 should be added any accounts that may be in your Department awaiting examination.

Respectfully, yours,

J. J. WILLIE, *Acting Auditor.*

The ATTORNEY-GENERAL.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 271.

PRELIMINARY EXAMINATION OF MINNESOTA RIVER.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, a report of a preliminary examination of Minnesota River.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 30, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated January 28, 1895, together with a copy of a report from Maj. W. A. Jones, Corps of Engineers, dated January 15, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Minnesota River, with a view to protecting the banks opposite the borough of Belle Plaine so as to prevent the river from cutting through the narrow neck of land at that point, and with a view of protecting the banks at and near the city of Mankato.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 28, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 15, 1895, by Maj. W. A. Jones, Corps of Engineers, of the results of preliminary examination of "Minnesota River, with a view to protecting the banks opposite the borough of Belle Plaine so as to prevent the river from cutting through the narrow neck of land at that point, and with a view of protecting the banks at and near the city of Mankato," made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Jones, concurred in by Col. O. M. Poe, Corps of Engineers, division engineer, and by this office, that the localities are not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF MINNESOTA RIVER, MINNESOTA, WITH A VIEW TO PROTECTING THE BANKS OPPOSITE THE BOROUGH OF BELLE PLAINE SO AS TO PREVENT THE RIVER FROM CUTTING THROUGH THE NARROW NECK OF LAND AT THAT POINT, AND WITH A VIEW OF PROTECTING THE BANKS AT AND NEAR THE CITY OF MANKATO.

UNITED STATES ENGINEER OFFICE,
St. Paul, Minn., January 15, 1895.

GENERAL: In compliance with instructions contained in Department letter of August 20, 1894, I have the honor to submit report of a preliminary examination of "Minnesota River, with a view to protecting the banks opposite the borough of Belle Plaine so as to prevent the river from cutting through the narrow neck of land at that point, and with a view to protecting the banks at and near the city of Mankato."

BELLE PLAINE.

This is the third time Congress has called for a preliminary examination of this locality. For a full description of the local conditions attention is invited to reports of Maj. C. J. Allen, Corps of Engineers, published in Annual Report, Chief of Engineers, 1881, page 1831, and 1884, page 1637.

After having made a personal examination, I concur in the views of that officer that this locality is not worthy of improvement by the Government because there is no present or prospective navigation of the river.

MANKATO.

I have examined this locality and find the conditions nearly identical with those at Belle Plaine. If there was any navigation on the river it might be deemed advisable to protect caving banks in places where a good channel would be held in a suitable location thereby, but there is no navigation on this part of the Minnesota River now, and the locality is not considered worthy of improvement.

Very respectfully, your obedient servant,

W. A. JONES,
Major, Corps of Engineers

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. O. M. Poe, Corps of Engineers, Division Engineer, Northwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Detroit, Mich., January 22, 1895.

Respectfully forwarded to the office of the Chief of Engineers.

I concur in the conclusions reached by Major Jones, the district engineer.

O. M. POE,
Colonel, Corps of Engineers, etc.,
Division Engineer, Northwest Division.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 272.

PRELIMINARY EXAMINATION OF BAYOU TECHE, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Copy of report of a preliminary examination of Bayou Teche, Louisiana.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 30, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated January 28, 1895, together with a copy of a report from Maj. James B. Quinn, Corps of Engineers, dated January 22, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bayou Teche, Louisiana, from St. Martinville to Port Barre.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 28, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 22, 1895, by Maj. James B. Quinn, Corps of Engineers, of the results of a preliminary examination of Bayou Teche, Louisiana, from St. Martinville to Port Barre, made to comply with provisions of the river and harbor act of August 17, 1894.

Major Quinn states that the bayou is worthy of improvement, provided this can be done at moderate cost, and he estimates that the survey necessary for preparation of plan of improvement, with estimate, will cost $1,500.

Col. C. B. Comstock, Corps of Engineers, division engineer, is of opinion that the bayou is worthy of improvement to a moderate extent, and I concur in his views.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BAYOU TECHE, LOUISIANA, FROM ST MARTINVILLE TO PORT BARRE.

UNITED STATES ENGINEER OFFICE,
New Orleans, La., January 22, 1895.

GENERAL: Pursuant to instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report upon the preliminary examination of Bayou Teche, Louisiana, from St. Martinville to Port Barre.

Bayou Teche flows out of Bayou Courtableau at Port Barre, and flows into the Atchafalaya River. It is navigable from the Atchafalaya to St. Martinville at all seasons, but from St. Martinville to Port Barre, a distance of about 55 miles, it is navigable only during the high-water season, about six months, and during this time navigation is seriously obstructed by snags and overhanging trees.

This bayou flows through a very fertile and thickly settled country, and is at present the only means there is of transporting the products, except by wagon, to the railroad, a distance varying from 7 to 15 miles. On account of this way of shipping, no accurate commercial statistics could be obtained; but from the best information at hand it is estimated that during the fiscal year ending May 31, 1894, there was shipped and received about 60,000 tons of freight, consisting of rice, cotton, cotton seed, sugar, lumber, and general merchandise.

If water communication could be had the year round it would greatly reduce the cost of freight, besides furnishing a market for a great many products not shipped at present on account of the meager means of transportation. Providing this could be done at moderate cost, by dams or otherwise, I consider this stream worthy of improvement.

The cost of a survey would be about $1,500.

Respectfully submitted.

JAMES B. QUINN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, January 24, 1895.

Respectfully forwarded to the Chief of Engineers.

I concur with Major Quinn that, for the reasons stated, this stream is worthy of improvement to a moderate extent.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen. U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 273.

PRELIMINARY EXAMINATION OF BAYOU BONFUCA, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Copy of report of preliminary examination of Bayou Bonfuca, Louisiana.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 30, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated January 28, 1895, together with a copy of a report from Maj. James B. Quinn, Corps of Engineers, dated January 22, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bayou Bonfuca, in St. Tammany Parish, La.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 28, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 22, 1895, by Maj. James B. Quinn, Corps of Engineers, of the results of a preliminary examination of Bayou Bonfuca, in St. Tammany Parish, La., made to comply with the provisions of the river and harbor act of August 17, 1894.

Major Quinn states that the bayou is worthy of improvement, and he estimates that the survey necessary to preparation of plan of improvement, with estimate, will cost $700.

Col. C. B. Comstock, Corps of Engineers, Division Engineer, is of opinion that the bayou is worthy of improvement to a small extent, and I concur in his views.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BAYOU BONFUCA, IN ST. TAMMANY PARISH, LA.

UNITED STATES ENGINEER OFFICE,
New Orleans, La., January 22, 1895.

GENERAL: In accordance with the instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report of a preliminary examination of Bayou Bonfuca, in St. Tammany Parish, La.:

This bayou flows into Lake Pontchartrain, and for a distance of about 15 miles from its mouth has a least depth of about 20 feet.

At the mouth there is a bar which has only about 4 feet of water on it at low tide. If this bar was deepened to 8 or 10 feet it would afford easy entrance to the bayou for the ordinary craft which plies upon Lake Pontchartrain and brings to New Orleans the commodities of the country through which this stream flows. There are a few snags obstructing the bayou which would require removing. Otherwise, the stream from the bar at its mouth to Slidel is in good condition.

From the annexed table of commercial statistics it appears that this bayou is worthy of improvement, and it is estimated that it would not cost more than $700 to make the requisite survey.

COMMERCIAL STATISTICS.

[From June 1, 1893, to May 31, 1894.

Number of steamers	3
Number of trips made	290
Gross tonnage, registered	110
Gross tonnage, multiplied by number of trips	31,900
Number of schooners	21
Number of trips made	370
Gross tonnage, registered	324
Gross tonnage, multiplied by number of trips	119,880
Number of barges	2
Number of trips made	9
Gross tonnage	247
Total number of vessels	26
Total number of trips	669
Total tonnage, registered	681
Total tonnage of total number of trips	152,027

Receipts and shipments.

Articles.	Tons.	Value.
Lumber	31,000	$90,000
Bricks	3,375	10,500
Wood	4,040	8,080
Charcoal	225	1,875
Merchandise	800	35,000
Total	39,440	145,455

Respectfully submitted.

JAMES B. QUINN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, January 24, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons stated I think this stream worthy of improvement to a small extent.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 274.

PRELIMINARY EXAMINATION OF CHEFUNCTE RIVER AND BOGUE FALIA, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Chefuncte River and Bogue Falia.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 1, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated January 30, 1895, together with a copy of a report from Maj. James B. Quinn, Corps of Engineers, dated January 24, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Chefuncte River and Bogue Falia, Louisiana.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 30, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 24, 1895, by Maj. James B. Quinn, Corps of Engineers, of the results of a preliminary examination of Chefuncte River and Bogue Falia, Louisiana, made to comply with the requirements of the river and harbor act of August 17, 1894.

For the reasons stated Major Quinn is of the opinion that these streams are worthy of improvement by the General Government, and his opinion is concurred in by Col. C. B. Comstock, Corps of Engineers, division engineer, and by this office.

It is estimated that the survey necessary to the preparation of plan of improvement, with estimates, will cost $2,500.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CHEFUNCTE RIVER AND BOGUE FALIA, LOUISIANA.

UNITED STATES ENGINEER OFFICE,
New Orleans, La., January 24, 1895.

GENERAL: In reply to the letter from your office of August 20, 1894, relative to a preliminary examination of Chefuncte River and Bogue Falia, Louisiana, I have the honor to state that the Chefuncte River, of which Bogue Falia is a tributary, flows into Lake Pontchartrain, Louisiana, and is navigable up to Covington, La., a distance of about 12 miles.

The principal obstructions to navigation are two shoals situated near Covington, on Bogue Falia, and the bar at the mouth of the Chefuncte River. On account of these bars the steamers have to lighter their freight, thus greatly increasing the cost of transportation. These streams form the only water outlet for the products shipped and the goods consumed by the larger part of St. Tammany Parish. If the streams were opened a greater part of the freight would be shipped by water, as the distance from Covington to New Orleans would be only about 30 miles, as against 60 miles by railroad. Furthermore, these streams are navigable for some distance above their point of juncture, and, although not much commerce at present is transported over this portion owing to sundry obstructions, which may admit of easy removal, it is believed that, on account of the increased amount of freight which would pass through these streams if they were improved, they are worthy of improvement.

The survey should extend from the mouth of the Chefuncte River to the Bogue Falia, and it is estimated that this survey would not cost more than $2,500.

Commercial statistics of these streams are appended:

COMMERCIAL STATISTICS.

[From June 1, 1893, to May 31, 1894.]

Number of steamers	12
Number of trips made	637
Gross tonnage, registered	414,687
Number of schooners	42
Number of trips made	287
Gross tonnage, registered	246,820
Number of barges	6
Number of trips made	75
Gross tonnage	9,400
Total number of vessels	62
Total number of trips	999
Total tonnage	670,907
Draft of heaviest vessel:	Feet.
Light	5.6
Loaded	7.2

Articles.	Year ending— May 31, 1893. Tons.	May 31, 1893. Value.	May 31, 1894. Tons.	May 31, 1894. Value.
SHIPMENTS.				
Lumber, shingles, and laths	8,314	$120,206	218,132	$462,838
Brick	4,405	16,571	8,750	28,000
Sand	11,776	15,702	6,870	9,160
Wood	234	410	536	1,206
Cotton	219	38,770	480	66,990
Rice	1,103	27,496	761	23,472
Miscellaneous	100	5,000	120	3,270
Sheep, horses, and cattle	101	7,386	426	11,000
Tar and rosin	124	2,730	125	1,368
Sirup	138	4,631	115	3,795
Pecans	8	1,488	4	600
Moss	8	296	6	240
Wool	4	940	3½	960
Total	26,534	241,626	236,328½	612,899
RECEIPTS.				
Merchandise	3,750	187,500	6,136	306,800
Grand total	30,284	429,126	242,464½	919,699

Respectfully submitted.

JAMES B. QUINN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, January 28, 1895.

Respectfully forwarded to the Chief of Engineers.
For the reasons stated by him, I concur in Major Quinn's opinion.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 275.

PRELIMINARY EXAMINATION OF CHANNEL THROUGH SABINE LAKE, TEXAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of channel through Sabine Lake.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 31, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated January 30, 1895, together with a copy of a report from Maj. James B. Quinn, Corps of Engineers, dated January 24, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of channel through Sabine Lake, from mouth of Sabine and Neches rivers to head of pass from said lake to the Gulf of Mexico.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 30, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 24, 1895, by Maj. James B. Quinn, Corps of Engineers, of the results of a preliminary examination of channel through Sabine Lake, from the mouth of the Sabine and Neches rivers to the head of the pass from said lake to the Gulf of Mexico, made to comply with the provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Quinn, concurred in by Col. C. B. Comstock, Corps of Engineers, division engineer, and by this office, that the locality is worthy of improvement by the General Government.

It is estimated that the survey necessary to the preparation of plan of improvement, with estimates, will cost $2,500.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CHANNEL THROUGH SABINE LAKE, TEXAS, FROM THE MOUTH OF THE SABINE AND NECHES RIVERS TO THE HEAD OF THE PASS FROM SAID LAKE TO THE GULF OF MEXICO.

UNITED STATES ENGINEER OFFICE,
New Orleans, La., January 24, 1895.

GENERAL: In accordance with the instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report of a preliminary examination of channel through Sabine Lake, Texas, from the mouth of the Sabine and Neches rivers to the head of the pass from said lake to the Gulf of Mexico:

Sabine Lake, a part of the boundary between Texas and Louisiana, is about 18 miles long and has an average depth of about 7 feet, excepting at the mouths of the Sabine and Neches rivers, where the depths on the bars are about 4 feet, and at Blue Buck Bar, the head of Sabine Pass, where the depth is about 5 feet.

That this lake is worthy of improvement can be seen by referring to the copy of commercial statistics for Sabine Pass, Texas, for the fiscal year ending May 31, 1894, herewith attached. With the exception of the rock, the greatest part of the commerce passing through Sabine Pass would pass through Sabine Lake if improved. The amount of produce will be enormously increased after the completion of the 24-foot channel at Sabine Pass, which will be by June, 1896.

The United States forestry report, issued by the Census Bureau, states that in Texas and Louisiana there are at least 8,000,000,000 feet of long-leaf pine which can be conveyed to the mills on the Sabine River more cheaply than to any other market. The waterway through Sabine Lake and Pass would be the most economical outlet for this lumber.

In addition to the lumber there is a rich agricultural country tributary to Sabine Lake and Pass which water communication would develop.

In view of the immediate prospects of deep water at Sabine Pass, and the large section to be benefited by the extension of deep water through Sabine Lake to the Sabine and Neches rivers, I think it worthy of improvement.

A complete survey with reference to this improvement would cost $2,500.

COMMERCIAL STATISTICS.

[From June 1, 1893, to May 31, 1894.]

Number of vessels	56
Trips made	97
Tonnage registered	15, 850
Draft of heaviest vessel:	Feet.
Going in	16.3
Going out	17.5

Receipts and shipments for two years.

Articles.	Year ending—			
	May 31, 1893.		May 31, 1894.	
	Tons.	Value.	Tons.	Value.
SHIPMENTS.				
Lumber	9,780	$117,060	28,892	$173,352
Merchandise	450	22,500	580	14,750
Total	10,230	139,560	29,472	188,102
RECEIPTS.				
Rock	3,290	9,870	13,774	43,387
Coal	950	3,800	2,700	11,800
Merchandise	500	25,000	1,020	36,900
Brick	80	2,720	.....	.....
Grand total	15,050	180,950	46,966	280,189
Increase over previous year	.....	.....	31,916	99,239

Respectfully submitted.

JAMES B. QUINN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, January 28, 1895.

Respectfully forwarded to the Chief of Engineers.
For the reasons stated by him, I concur in Major Quinn's opinion.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 276.

SURVEY OF NOOKSACK RIVER, WASHINGTON.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Nooksack River, Washington.

FEBRUARY 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 29, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated January 26, 1895, together with a copy of a report from Capt. Thos. W. Symons, Corps of Engineers, dated January 14, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Nooksack River, Washington.

Very respectfully, DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 26, 1895.

SIR: The river and harbor act of August 17, 1894, makes provision for survey of Nooksack River, Washington, and the duty of making the survey required was assigned to the charge of Capt. Thos. W. Symons, Corps of Engineers. I have now the honor to submit the accompanying copy of report of January 14, 1895, with two maps, by Captain Symons, upon the survey provided for, in which he states that if the mouth could be opened and kept open, the expense of keeping the river itself free from snags could properly be borne by the general appropriation for snagging in Puget Sound and tributary waters, and no estimate is therefore made for this work.

Captain Symons states that the great trouble with the navigation of the river is at its mouth, and he submits two alternate plans for

improvement at that point. He estimates that the improvement under either plan will cost $25,000.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF NOOKSACK RIVER, WASHINGTON.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., January 14, 1895.

GENERAL: I have the honor to submit the following report of a survey of the Nooksack River, Washington, required from me by your letter of September 1, 1894.

The Nooksack River rises in the Cascade Mountains near Mount Baker, and flows generally west, emptying into Bellingham Bay, one of the numerous portions of the great body of water known as Puget Sound.

It is a mountain stream, subject to heavy freshets, and rises and subsides with great rapidity. The river drains a country covered with brush and timber, and the freshets bring down many snags, which, lodging in different places, interfere with navigation.

In its lower portion the river flows through a low-lying and very fertile valley. Through this valley it flows in a narrow and crooked channel, which is ever changing by the erosion of one bank and building up of the other. The tide ebbs and flows in the river, and there is generally water enough for small river steamboat navigation as far up as Lynden, 21 miles from the mouth, which must be considered the head of navigation, although at high water boats could go a little farther up.

In the river proper the chief difficulty met with in navigating it arises from snags. These could be cleared out from time to time by the Government snag boat if it could get into the river.

No estimate is made for this work, as it is of such a nature that it must be done again and again, and can be most properly provided for in the general appropriation for operating the snag boat *Skagit*. On account of the condition at its mouth, the snag boat is seldom able, however, to get into the river.

The great trouble with the navigation of the river is at its mouth. Here, where the river debouches into the tide flats, booms have been built for catching saw logs, and these constructions, together with the logs and drift of all kinds caught thereby, have very effectually closed the river to ordinary navigation. It is now almost an impossibility for boats to get into the river.

Added to these obstructions is the great area of tide flats about the river's mouth. These have an average elevation of 4 to 5 feet above low water, and act as a dam to the free outflow of the river. Boats could, however, cross these flats at nigh tide and get into the river were it not for the boom and jam.

The obstruction of the entrance to the river by the Bellingham Bay Boom Company has been the subject of complaint for several years, and now a suit has been brought against the company to compel it to alter its booms so as to remove their obstructive character.

The company has pleaded a demurrer, setting forth that it has acquired rights in the Nooksack River by the erection of valuable and costly improvements prior to any legislation on the subject of obstructions

to navigable rivers by Congress. It insists that its rights are vested and valuable property rights, and can not be taken or destroyed without full compensation by due process of law.

The case has not yet been decided.

Besides the direct obstruction to navigation by blockading the river with booms, logs, drift, etc., great damage is done by its preventing the free outflow of the river during freshets; hereby the valley lands are overflowed, and great annoyance and loss caused.

The plan to be adopted for the improvement of the river will depend on the validity of the claim of the boom company. The map herewith shows the situation at the mouth of the river.

Two alternate plans for its improvement are suggested.

PLAN A.

If the courts decide that the boom company have no rights which are paramount to the rights of the United States to make any changes or improvements which may be deemed in the interests of navigation, then Plan A should be adopted as being best suited to afford a good entrance to the river.

This plan contemplates the opening of a channel way through the drift, logs, and boom next to the main shore, and between the shore and Delta Island, and thence turning eastwardly out into the wide water, and the closing of the channel lying to the north of Delta Island, known as Steamboat Channel.

If for legal reasons it is deemed best not to adopt this plan, then Plan B should be adopted. This contemplates the closure of the channel between the main shore and Delta Island, and the training of the main channel to the north and east of Delta Island by way of Steamboat Channel.

The cost of either of these plans would be about the same, and either would give a good entrance to the river, accessible at any time when a boat could cross the tide flats. It is believed that by thus confining the river to a single channel, and directing it in a single channel across the tide flats, it would scour out and maintain a reasonably good channel across the flats.

If the mouth could be opened and kept open, the expense of keeping the river itself free from snags could properly be borne by the general appropriation for snagging in Puget Sound and tributary waters. Therefore no estimate is made for this work here.

The estimated cost of the work required for either plan, at the mouth of the river, is $25,000, as follows:

PLAN A.

Removing log jam, drift, and boom piles	$5,000
1,200 feet training dike of piles, brush, and stone, at $8	9,600
500 feet pile and lumber revetment, at $3	1,500
900 feet training dike across head of Steamboat Channel, at $7	6,300
Engineering, superintendence, and contingencies	2,600
	25,000

PLAN B.

650 feet training dike at old mouth, at $7	4,550
Removing piling and jam, head Steamboat Channel	500
500 feet dike at head and foot of Brush Island, at $7	3,500
2,000 feet dike, east side Steamboat Channel, at $7	14,000
Engineering, contingencies, and superintendence	2,450
	25,000

Two tracings are submitted; one of the entire navigable portion of the river, and, on a larger scale, one of the mouth, showing the alternate plans as proposed.

The report of Mr. David B. Ogden, who made the survey, is herewith.

Very respectfully, your obedient servant,

THOMAS W. SYMONS,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. G. H. Mendell, Corps of Engineers, Division Engineer, Pacific Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., January 19, 1895.

Respectfully forwarded.

I agree with Captain Symons that there should be but one mouth to the river, and that the best position for it is between the shore and Delta Island; the other channel to be closed.

G. H. MENDELL,
Colonel, Corps of Engineers, Division Engineer.

REPORT OF MR. DAVID B. OGDEN, ASSISTANT ENGINEER.

PORTLAND, OREG., *December 7, 1894.*

CAPTAIN: I have honor to submit the following report on the survey of the Nooksack River, State of Washington:

In accordance with your instructions, this survey was to include an especially detailed examination at the mouth of the river, accurately locating the present boom construction, log jam, and various channels; also an examination of the old channel to Lummi Bay, and a general survey of the river proper from the crossing to the mouth.

The survey was begun at Everson, 29 miles from the mouth, October 3, and the work at mouth completed October 23.

SURVEY OF RIVER PROPER.

This survey was confined principally to the adding of topographical and hydrographical details to sectional field plots of 500 feet scale, compiled from Land Office maps and data. Where marked differences were found between the plots and the present course of the river making sketching impracticable, the river was relocated with reference to existing section lines and corners by stadia measurements and compass bearings. I transmit herewith a map showing the present condition and location of the river with a single line of soundings taken in channel, expressed in feet. By reference to the maps it will be noticed that there are numerous shoals between Lynden and Everson, making this stretch of river practically unnavigable excepting during times of high water.

I am told that the only steamboat that ever attempted to run above Lynden reached "Schoolhouse Landing," 5 miles farther upstream, and could get no farther, and on her return trip she had seven holes staved in her hull in striking bad rocks before reaching Lynden. These rocks I was unable to locate, as the river was at a high stage during the survey in this section. With exception of two short shoals, the river below Lynden is in a fairly navigable condition, and were boats but able to enter at the mouth, no particular trouble would be experienced in reaching Lynden at any season of the year. There are numerous snags and leaning trees in this stretch of river, the removal of which would facilitate navigation. The nature of the soil forming the banks of the river is such that it yields very readily to the action of the current, hence the position of the river is continually shifting and changing, and thus an enormous amount of sediment is carried down river to be deposited in the stream below or on the flats at its mouth. This state of affairs

can not well be prevented except by a complete system of shore protection along the entire river, for should the cutting away be prevented at one point, it would at once begin elsewhere.

EXAMINATION OF "OLD CHANNEL."

This channel never having been meandered, I could secure no data from which to make field maps, so it was necessary to locate the general course by sketches, and occasional reference by stadia to known section lines. The accompanying map represents approximately the location of this channel. The distance from its head to the mouth at Lummi Bay is 5½ miles.

A close jam of logs and drift now closes the head of this channel so that little or no water flows into it, but I judge from the present heavy cutting of the bank just above the head of this channel that it will not be long before the river again makes its way into the channel. I would suggest, if it is thought best to prevent this dividing of the waters, that the bank above the head be protected by brush and stone riprap for several hundred feet. At ordinary high tide salt water flows throughout the entire length of the channel, giving a depth of from 2 to 6 feet.

I am informed by the oldest settlers on this channel that the old Indians have told them that the river has not run through here for nearly a century. The use of this channel as the only outlet for the Nooksack River would be objectionable under the most favorable conditions, for the reason that the small craft which navigate the river would find it very dangerous reaching the cities on Bellingham Bay, having to pass through the rough water of the open Sound.

SURVEY AT MOUTH.

Here at the mouth I made a careful instrumental survey, the results of which are shown on the accompanying map. I found the mouth of the last-used channel entirely blocked up by a jam of logs, snags, and drift 2,000 feet in length. At present about one-half of the water of the river flows under and through the jam, the balance being forced through a slough near by, known as "Steamboat Channel," and being thus divided, it flows over the mud flats without forming any definite channel. This jam will continue to increase in area and depth as time goes on. The great number of boom piles between the mouth and deep water is, I think, largely responsible for the forming of this jam, though possibly not entirely so. The general tendency of this boom construction would naturally be to lessen the depth, thus causing large snags to ground which would otherwise have likely found their way out to sea, and, as will be seen from the map, the jam could not move out at high tide if it were afloat, on account of being so confined by the boom piles. Until about four years ago the main channel flowed through "McDonalds Slough," but this is now very shallow and about dry at low tide.

As a means of overcoming the difficulties at the entrance to the river two plans are suggested:

If practicable, the most advisable plan, on account of its straight channel, would be that of cutting out and removing the north 1,000 feet of the present jam, together with what piling and boom construction might go with same, and the construction of pile dikes and revetments, as shown by the accompanying sketch, designated Plan A.

The second plan is that of throwing all the water into Steamboat Channel, allowing the present jam to remain as it is. This would necessitate the construction of pile dikes across the present mouth and also at the head of several other sloughs, as shown on the accompanying sketch, designated Plan B.

In the construction of either plan means should be provided for letting logs through the dike at the present mouth into the boom.

With all the water of the river confined and concentrated in one channel, I believe that it would very soon scour out the sand, giving sufficient depth to accommodate such light-draft boats as would navigate on the Nooksack River.

Regarding the shipping on the river, I am informed by ranchers who have farms adjoining that it would be of great advantage to them if they could ship by boat to the cities on Bellingham Bay and other points on the Sound, instead of having to depend upon teams. One rancher, living near Lynden, shipped his crop of potatoes in 1892 to Seattle on the steamboat *Minnie M*, which was then on the river, and it cost him but $4 per ton, and it now costs him about the same by team to Whatcom. Freight rates by team from Lynden to Whatcom are $3 to $5 per ton, while I am informed that it could be handled by steamboat for $1 per ton. The last boat able to get up river reached Lynden about April 1, this year.

The accompanying maps, transmitted herewith, form part of this report, all of which is very respectfully submitted.

DAVID B. OGDEN, *Assistant Engineer.*

Capt. T. W. SYMONS,
Corps of Engineers, U. S. A.

MAP OF THE NOOKSACK RIVER, WASHINGTON.

FROM ITS MOUTH TO EVERSON

SHOWING ALSO SHOALS AND CHANNEL DEPTHS.

From Survey made by David B. Ogden, Assistant Engr. Oct. 1894.

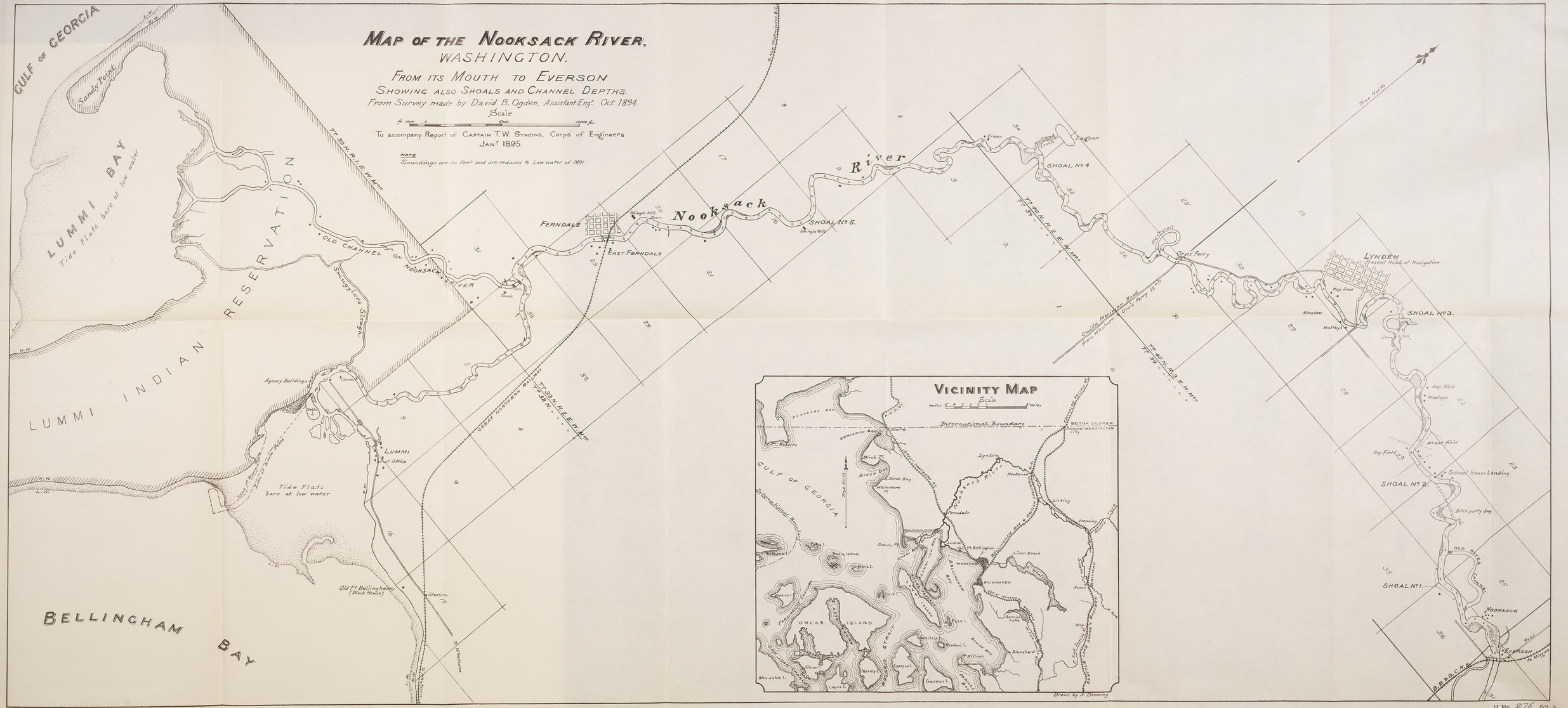
Scale

To accompany Report of Captain T.W. Symons, Corps of Engineers

Jany 1895.

NOTE

Soundings are in feet and are reduced to Low water of 1891



VICINITY MAP

Scale

H Ex 276. 53 3

Map of the Entrance to the NOOKSACK RIVER, WASH.

SHOWING OBSTRUCTIONS TO NAVIGATION AND PROPOSED IMPROVEMENTS

From Survey by David B. Ogden, Asst Engr under direction of

CAPT. T. W. SYMONS, CORPS OF ENGRS

Oct. 1894.

To Accompany Report of Jany 1895.

Scale

500 0 500 1000 1500 2000 ft.

REFERENCE

Soundings of the River are expressed in feet and indicate the depth at the lowest known water.
Soundings of the Bay are expressed in feet and indicate the depth at the mean of the lower low waters.
Minus soundings indicate heights above datum, which is mean lower low water.
Mean rise of tide 9 ft.
Log Jam and Drift, indicated thus:

Smuggler's Slough

Nooksack River

LUMMI INDIAN RESERVATION

Clark's

Meadow Lands

Old Jam, logs & drift

McDonald's Slough

Old Wreck

Saw Mill

Shingle Mill

McDonald's Store

Wharf

Lummi P.O.

Boom

Steamboat Channel

Old Log Jam

Reservation Buildings

Steamboat I.

Delta Island

Brush

Logs and drift

H.W.

L.W.

Saw dust Bar

Boom Piles

Old Jam

True Meridian

Tide Flats, bare at low water

BELLINGHAM BAY

PLAN "A"

Scale 0 500 1000 ft.

Old Jam

Old Bulkhead

PROPOSED DIKE

Steamboat Channel

Steamboat I.

Old Log Jam

Reservation Buildings

Delta Island

Drift and Logs

PROPOSED JETTY

PROPOSED JAM

PROPOSED DIKE

Boom

PLAN "B"

Scale 0 500 1000 ft.

N.

PROPOSED DIKE

Steamboat Chnl

Steamboat I.

Old Log Jam

Reservation Buildings

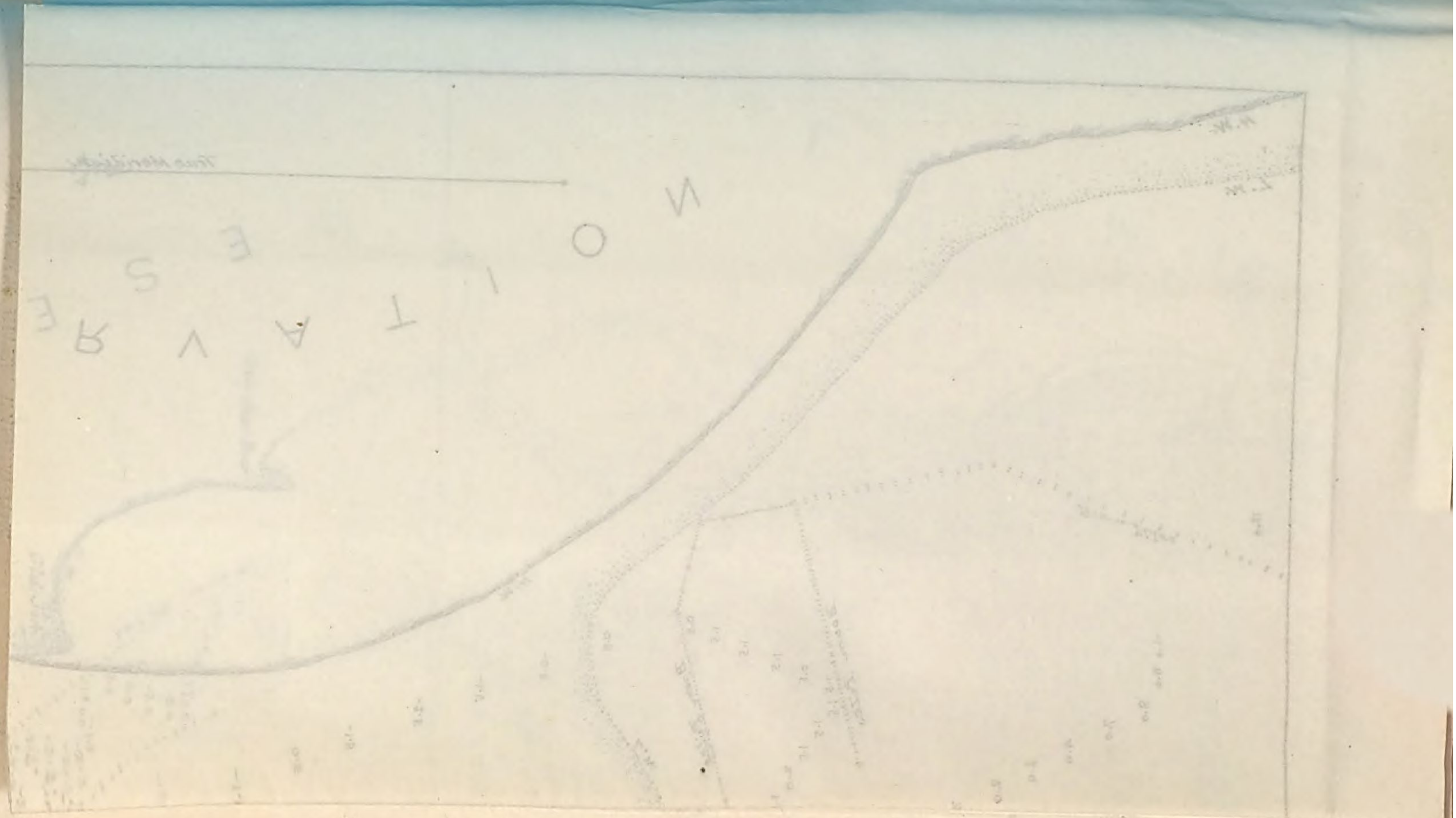
Delta Island

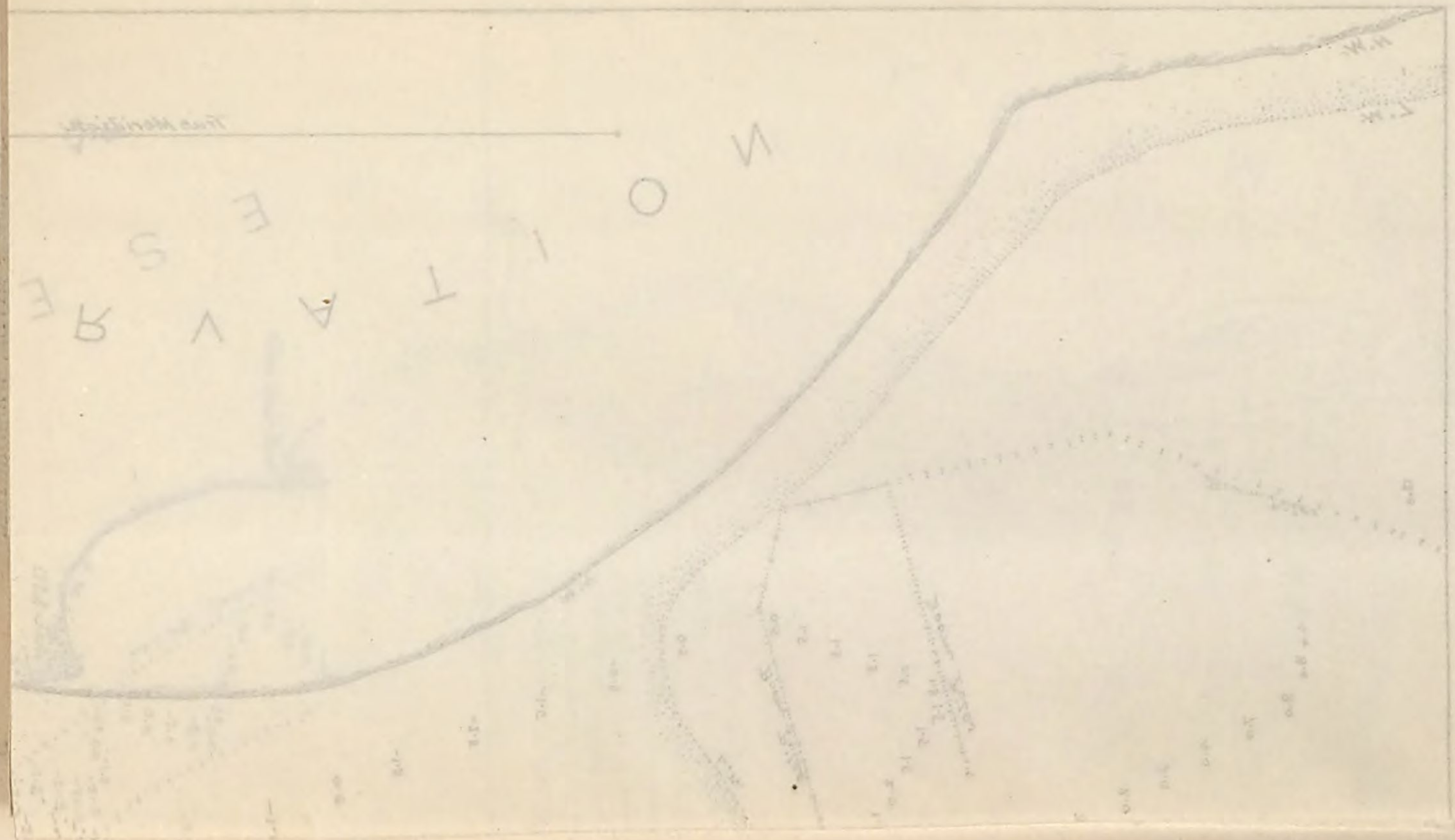
Drift and Logs

H.W.

L.W.

H Ex. 276. 53 3





53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 277.

FOURTH OF JULY CLAIMS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

List of claims arising under act of July 4, 1864, and allowed by the proper accounting officers since May 4, 1894.

FEBRUARY 1, 1895.—Referred to the Committee on War Claims and ordered to be printed.

TREASURY DEPARTMENT, *January 30, 1895.*

SIR: In compliance with the second section of the act of Congress approved June 16, 1874 (18 Stat., p. 75), I have the honor to transmit herewith, together with the papers in the cases, a list of claims arising under the act of July 4, 1864, examined and allowed by the proper accounting officers since May 4, 1894, the date of last report, amounting to $1,152.80.

In this connection I would respectfully invite attention to similar lists of claims transmitted to Congress on the following dates, to wit: April 19, 1892, amounting to $1,559.80; January 14, 1893, $375, and May 5, 1894, $168.75, all of which are contained in the accompanying House Ex. Doc. No. 212, Fifty-third Congress, second session, and remain as yet unprovided for.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
OFFICE OF AUDITOR FOR THE WAR DEPARTMENT.
Washington, D. C., January 23, 1895.

SIR: In pursuance of the second section of the act of June 16, 1874 (16 Stat., p. 75), I inclose a list of claims examined and allowed under the provisions of the act of July 4, 1864, embracing those allowed by the Third Auditor prior to October 1, 1894, and those allowed by this office since that date, including all the claims of this class approved in both offices since the report of the Third Auditor of May 4, 1894, amounting to $1,152.80.

I invite attention to the fact that no appropriation has yet been made for payment of claims reported to the Secretary by the Third Auditor on the 13th of April, 1892 (House Ex. Doc. 208, Fifty-second Congress, first session), and on January 13, 1893 (House Ex. Doc. 190, Fifty-sec-

ond Congress, second session), or for the payment of the claim of the estate of John C. Owensby, deceased, George W. Lewis, administrator, transmitted to you May 4, 1894.

Respectfully, yours,

T. STOBO FARROW, *Auditor.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

List.

Claim.	Allowed to—	Amount.
124240	Vincent Weathers, deceased (Elizabeth G. Weathers, executrix), of Todd County, Ky	$300.00
30066	Thomas Phillips, deceased (John Phillips, administrator), of Wilson County, Tenn. (Above allowed by Third Auditor.)	140.00
88838	John Rowzee, deceased (George A. Rowzee, administrator), of Montgomery County, Md	93.80
80660	Leonard Eiselstein, deceased (Valentine Eiselstein, administrator), of Meigs County, Ohio	69.00
93502	John Wood, deceased (M. E. Whitaker, administrator), of Lincoln County, Tenn.	140.00
79916	James M. Miller, deceased (W. M. Miller, administrator), of Bourbon County, Ky.	150.00
62595	James M. Grimes, deceased (T. H. Nixon, administrator), of Maury County, Tenn.	260.00

[House Ex. Doc. No. 212, Fifty-third Congress, second session.]

TREASURY DEPARTMENT, *May 5, 1894.*

SIR: In compliance with the second section of the act of Congress approved June 16, 1874 (18 Stat., p. 75), I have the honor to transmit herewith, together with the papers in the case, a claim arising under the act of July 4, 1864, examined and allowed by the proper accounting officers since January 13, 1893, amounting to $168.75.

In this connection I would respectfully invite attention to two similar lists of such claims transmitted to Congress, one on April 19, 1892, amounting to $1,559.80, and the other on January 14, 1893, amounting to $375, both of which are contained in the accompanying copy of House Ex. Doc. No. 190, Fifty-second Congress, second session, and remain as yet unprovided for.

Respectfully, yours,

W. E. CURTIS, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF THE THIRD AUDITOR,
Washington, D. C., May 4, 1894.

SIR: In pursuance of the second section, act of June 16, 1874 (18 Stat., p. 75), I inclose a claim in favor of the estate of John C. Owensby, deceased, George W. Lewis, administrator, wnich is the only claim which has been examined and allowed under the provisions of the act of July 4, 1864, since January 13, 1893, when I transmitted to the Secretary of the Treasury a list of claims under said act.

I respectfully call attention to a list of allowances of this class, amounting, in the aggregate, to $1,559.80, which I transmitted to the Secretary of the Treasury on April 13, 1892, and which was certified by him to the Speaker of the House of Representatives, and for which an appropriation has not yet been made (vide list in House Ex. Doc. No. 208, Fifty-second Congress, first session), and also to the list transmitted under said act of July 4, 1864, on January 13, 1893, amounting to $375, for which, also, Congress has not made any appropriation. (Vide list in House Ex. Doc. No. 190, Fifty-second Congress, second session.)

Respectfully, yours,

SAM'L BLACKWELL, *Auditor.*

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

[House Ex. Doc. No. 190, Fifty-second Congress, second session.]

TREASURY DEPARTMENT, *January 14, 1893.*

SIR: In compliance with the second section of the act of Congress approved June 16, 1874 (18 Stat., p. 75), I have the honor to transmit herewith, together with the papers in each case, a list of claims arising under the act of July 4, 1864, examined and allowed by the proper accounting officers since April 13, 1892, amounting to $375.

I also inclose a similar list of claims transmitted to Congress April 19, 1892, and

contained in the accompanying House Ex. Doc. No. 208, Fifty-second Congress, first session, amounting to $1,559.80, which as yet remain unprovided for.

Respectfully, yours,

CHARLES FOSTER, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF THE THIRD AUDITOR,
Washington, D. C., January 13, 1893.

SIR: In pursuance of section 2, act June 16, 1874 (18 Stat., p. 75), I inclose a list of claims allowed under the provisions of the act of July 4, 1864, the present list embracing the allowances since April 13, 1892, viz:

Thomas Alexander, deceased, Johnson County, Mo., J. A. Houston, administrator of	$125.00
John Bain, deceased, Lawrence County, Mo., William E. Bain and Mary E. Bain, children and sole heirs of	100.00
John M. Hart, Bourbon County, Ky	150.00
Total	375.00

The papers pertaining to these three claims are herewith inclosed.

I also invite attention to the list of allowances of this class, aggregating $1,559.80, which I reported to you on April 13, 1892, and which was certified by you to the Speaker of the House of Representatives, and for which an appropriation has not been made. (Vide list, aggregating $1,559.80, in House Ex. Doc. No. 208, Fifty-second Congress, first session. Copy herewith.)

Very respectfully, W. H. HART, *Auditor.*

The SECRETARY OF THE TREASURY.

[House Ex. Doc. No. 208, Fifty-second Congress, first session.]

TREASURY DEPARTMENT, *April 19, 1892.*

SIR: In compliance with the second section of the act of Congress approved June 16, 1874 (18 Stat., p. 75), I have the honor to transmit herewith, together with the papers in each case, a list of claims arising under the act of July 4, 1864, examined and allowed by the proper accounting officers since February 7, 1891, amounting to $1,559.80. * * *

Respectfully, yours,

O. L. SPAULDING,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF THE THIRD AUDITOR,
Washington, D. C., April 13, 1892.

SIR: In pursuance of the second section, act June 16, 1874 (18 Stat., p. 75), I inclose a list of claims examined and allowed under the provisions of the act of July 4, 1864, the present list embracing the claims allowed since those reported to you on February 7, 1891, the aggregate being $1,559.80. * * *

Very respectfully, W. H. HART, *Auditor.*

The SECRETARY OF THE TREASURY.

Claim.	Allowed to—	Amount.
44644	Jenkins, Benjamin, deceased (S. N. McMurray, administrator of), of Blount County, Tenn	$125.00
115441	Johnson, Jeremiah C., of Knox County, Tenn	135.00
90875	Rawlings, Caroline R., deceased (Dr. G. B. Rawlings and Rosa E. Clark, née Rawlings, children of), of Fayette County, Tenn	47.68
117252	Baker, George W., deceased (Lucinda Baker, administratrix of), of Madison County, Ky	553.12
117202	Peal, William R., of McCracken County, Ky	140.00
85922	Stephens, Marion, of Metcalfe County, Ky	95.00
87059	Stewart, Bennett, deceased (R. B. Brown, administrator of), of Gallatin County, Ky.	150.00
119594	Wallace, Harbert B., of Graves County, Ky	125.00
116062	Guittard, George, deceased (Madeline Guittard, widow of), of Marshall County, Kans	5.20
82239	Martin, Peter, of Crawford County, Mo	77.80
118913	Mohler, Benjamin, of Otoe County, Nebr	100.00
40001	Thomson, John A., of Jefferson County, W. Va	6.00
	Total	1,559.80

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 278.

ADDITIONAL CLERKS, OFFICE AUDITOR FOR THE TREASURY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate for additional clerks in the office of the Auditor for the Treasury Department.

FEBRUARY 2, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 2, 1895.

SIR: I have the honor to transmit herewith, for the favorable consideration of Congress, an estimate of appropriation submitted by the Auditor for the Treasury Department, under date of the 1st instant, for the following additional clerical force in his office for the liquidation of manifests of vessels and cars arriving in the United States from foreign countries with merchandise intended for consumption:

Three clerks of class 1	$3,600
Three clerks at $1,000 each	3,000
Three clerks at $900 each	2,700
In all	9,300

and in connection therewith, I would respectfully recommend that the following clause be enacted into law:

Hereafter each master of a vessel arriving in the United States from a foreign port shall, immediately upon landing and before entering his vessel at the custom-house, mail to the Auditor for the Treasury Department, Washington, a true copy of the manifest of his vessel, and shall on entering his vessel make affidavit that he has mailed such copy and that the same is true and correct; and he shall also mail to the said Auditor a true copy of the corrected manifest filed on any post entry of his vessel. Any master who neglects or refuses to mail to the Auditor the required copy of the original or corrected manifest shall be subject to the same fines and penalties fixed by law for his failure to deliver the manifest of his vessel to the collector.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF
AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., February 1, 1895.

SIR: I respectfully call your attention to the report made by me to you on the 7th day of January, 1895, on the subject of the liquidation of manifests of vessels and cars arriving in the United States from foreign countries with merchandise intended for consumption.

In that report I pointed out that only at the six ports at which there are naval officers are these manifests liquidated. By the liquidation of manifests is meant that it is ascertained that collectors of customs and officers acting as such have been charged with all merchandise coming into their custody.

At Boston, New York, Philadelphia, Baltimore, New Orleans, and San Francisco naval officers are stationed. At the other ports there are no officers who act as a check on the collectors.

I conceive it to be the duty of the Auditor for the Treasury Department to see that collectors of customs and officers acting as such are charged with all merchandise coming into their possession, and that they collect the duty on the same and pay that duty into the Treasury.

This is not done now, and has never been. There are 98 ports in the United States at which vessels arrive from foreign countries. There arrive in all of said ports an average of 33,548 vessels a year. Of this number 11,492 arrive at the 6 ports at which there are naval officers and 22,056 arrive at the 92 ports at which there are no naval officers.

In other words, 11,492 manifests of vessels are liquidated and the collectors charged with the contents of each vessel, and 22,056 manifests of vessels and 5,000 manifests of cars arriving under consular seal are not liquidated and the collectors are not charged by the Auditor or any other officer with any merchandise except such as the collectors have reported as being received by them.

Whether the collectors charge themselves with all or only a part of the merchandise coming into their possession is unknown to the Department or the Auditor.

Masters of vessels arriving from foreign countries should be required to mail to the Auditor for the Treasury Department a true copy of their respective manifests. This should be done immediately on arriving ashore and before entering their vessels. It should not be done through the collector, as that would afford the collector an opportunity to make any desired change therein, and thus defeat the object intended to be accomplished.

Every collector should be required to note on a copy of the manifest filed in his office the disposition of each article named in the manifest, giving the number of the entry and the number of packages in each. This return should be transmitted to the Auditor for the Treasury Department. The Auditor should compare the return of the collector with that of the master of the vessel.

Merchandise is entered or disposed of in four ways: Entered for consumption; entered for immediate transportation without appraisement; warehoused; sent to the general order store as unclaimed, and collectors make returns under each head.

If the copy of the manifest returned by the collector corresponds with that received from the master of the vessel, the Auditor should verify the reported disposition of the cargo by the collector by comparing the same with his accounts of collections on merchandise entered for consumption, of merchandise entered for immediate transportation, placed in warehouse, and remaining unclaimed.

To accomplish this verification in the shortest time will require three clerks to act in conjunction—one calling off from the manifest and checking the same and two others examining the accounts of the collector and making certain that he has charged himself with every article that came into his custody.

To accomplish the liquidation of these 22,056 manifests of vessels and 5,000 manifests of cars will require the services of three teams of three clerks each, or nine clerks, and one laborer to handle the accounts and manifests and bring them from and return them to the rooms of the clerks who audit the accounts.

I therefore urgently request that you recommend an appropriation for the following additional clerical force in this office for the liquidation of manifests, the same being work never before done in the Department:

3 clerks of class 1, at $1,200 per annum	$3,700
3 clerks of class E, at $1,000 per annum	3,000
3 clerks of class D, at $900 per annum	2,700
Total	9,300

I have further to request that you recommend the passage of a law requiring masters of vessels arriving from foreign ports to mail to the Auditor for the Treasury Department the copy of manifest as suggested and recommended herein. I attach hereto a draft of what will, in my opinion, be sufficient if enacted in the form of an amendment or as a separate bill.

Everything else necessary to the accomplishment of the work suggested can be done by direction of the Secretary of the Treasury under his present authority.

Section 2813 of the Revised Statutes relieves masters of vessels from furnishing copies of manifests other than those mentioned in that section, hence the necessity of the enactment of this new requirement.

Respectfully, yours,

E. P. BALDWIN,
Auditor for the Treasury Department.

HON. JOHN G. CARLISLE,
Secretary of the Treasury.

SEC. —. Hereafter each master of a vessel arriving in the United States from a foreign port shall, immediately upon landing and before entering his vessel at the custom-house, mail to the Auditor for the Treasury Department, Washington, a true copy of the manifest of his vessel, and shall, on entering his vessel, make affidavit that he has mailed such copy, and that the same is true and correct; and he shall also mail to the said Auditor a true copy of the corrected manifest filed on any post entry of his vessel. Any master who neglects or refuses to mail to the Auditor the required copy of the original, or corrected manifest, shall be subject to the same fines and penalties fixed by law for his failure to deliver the manifest of his vessel to the collector.

TREASURY DEPARTMENT, OFFICE OF
AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., January 7, 1895.

SIR: In pursuance of the direction in your letter of November 26, 1894, approving my plan for insuring a more perfect accountability to the Department by officers of customs, for merchandise and other property coming into their possession and on which duty is laid, and for rendering accounts of the same, I have the honor to

submit the following report and recommendations in the matter of liquidating manifests of vessels and cars arriving in the United States with merchandise, and in the matter of verifying the liquidation of entries of merchandise by collectors of customs and officers acting as such.

LIQUIDATION OF MANIFESTS.

With the exception of the six ports at which are stationed naval officers, there is no liquidation of the manifest of a vessel or car by any one acting independent of and as check upon the collector.

In other words, the Treasury Department does not know of the arrival of a vessel or car, nor of the cargo or contents thereof. The collectors of customs at these ports prepare their own accounts, and render the same to the Auditor for the Treasury Department; but whether in said accounts they have charged themselves with all duties collected, and have faithfully accounted for all or only a part of the merchandise that came into their custody and on which duty is laid by law, the Auditor and the Department have no means of knowing. The only report made is that of the collector, and neither the Auditor nor the Department attempts to prove the truth of the statement of the collector. It is possible at one of the ports at which there is no naval officer for the collector of customs to report the collection of duties on only a part of the cargo of a vessel, or the contents of a car sealed with the seal of an American consul in Canada, and, whether the same is done through fraud or mistake, remains undetected unless a special agent of the Treasury Department is fortunate enough to discover it.

As I have verbally explained to you when discussing my plan for the prevention of mistake and fraud by collectors of customs, I am decidedly of the opinion that it should be, if it is not now, the duty of the Auditor for the Treasury Department to know everything that goes into the custody of the collectors of customs, and to know that they have charged themselves with all duties and other charges which they are bound by law to collect, and that they have paid the same into the Treasury.

It seems less incomprehensible that this has not been done all the years since the revenue of the Government has in part been raised from duties on imports. It is claimed by some that the fraud that is practiced and the mistakes that are made are too insignificant to warrant the expense that a thorough check would involve. In reply to this assertion, I maintain that, if it is possible to perpetrate fraud with the knowledge that there exists no means of detection, it is not easy to say to what extent dishonest officials may go.

The Department does know of many cases of frauds of the kind referred to, which have been perpetrated by collectors of customs, and in no case was their discovery brought about by methods adopted especially for their prevention. It should be made impossible for a collector to receive merchandise into his custody and not account for the duties on the same without prompt detection by the Auditor who settles his accounts.

At present the Auditor sees that the collector accounts for what the collector says he has received as duties, but has no means of knowing if this is all with which he should charge him.

If after due consideration you are still of the opinion that the suggestion I have made should be carried out, I recommend the following as to the liquidation of manifests of vessels.

LIQUIDATION OF MANIFESTS OF VESSELS.

When a vessel arrives from a foreign port with merchandise the master of the vessel should be required to make an additional copy of the manifest of his vessel, and immediately upon landing, and before entering his vessel at the custom-house, mail the same to the Auditor for the Treasury Department, at Washington.

Envelopes of suitable sizes, with the address and official frank, and full instruction printed thereon, should be furnished masters of vessels for this purpose, so that no expense to the masters of vessels would be incurred, and so that no mistake in addressing the same to the Auditor would occur. The boarding officer, or if there is none, the collector, should inform masters of vessels of this requirement, and furnish them with envelopes in which the copies of the manifests may be mailed to the Auditor.

This requirement would necessitate legislation, as by the terms of section 2813 of the Revised Statutes masters of vessels are exempted from furnishing copies of manifests in addition to those mentioned in said section.

Each master of a vessel should, on entering his vessel, in addition to the statements now required, state that he has mailed a true copy of the manifest of his vessel to the Auditor for the Treasury Department.

Each collector receiving the manifest of a vessel on the entry of the same should

be required, as soon as practicable after the unlading of the vessel and the entry or storing of the cargo, to make a copy of the manifest, or, if possible, use for this purpose the copy of the same delivered to the boarding officer, and opposite the several items of merchandise therein set forth show what disposition has been made of the same—that is, what ones have been entered for immediate consumption, warehouse, immediate transportation without appraisement, or have gone into general order as unclaimed, giving the number of packages or articles so disposed of in each case and the numbers of the respective entries.

This copy of the manifest, with the disposition of the merchandise noted thereon, as suggested, should be promptly forwarded by the collector to the Auditor for the Treasury Department.

The Auditor for the Treasury Department would, by the receipt of the copy of the manifest mailed by the master of the vessel, know of the arrival in port of the vessel, and also of everything that has gone into the custody of the collectors; and, by the report of the collector on the copy of the manifest required to be forwarded by him, see that each article specified in the manifest had been accounted for, and the truth or the falsity of the return of the collector should be determined by the Auditor by comparing the same with the collector's reports of duties collected on entries for immediate consumption, of merchandise warehoused, shipped I. T., or going into general order.

If post manifests of merchandise found on vessels and not reported in the original manifest are filed, copies of the same should also be forwarded to the Auditor for the Treasury Department by the master or agent of the vessel and by the collector of customs as in the case of original manifests.

By this arrangement it would be impossible for the collector of customs by mistake or fraud to fail to be charged with all merchandise coming into his custody and shown on the manifest.

LIQUIDATING MANIFESTS OF CARS SEALED WITH CONSULAR SEALS.

In the matter of liquidating the manifests of cars containing merchandise intended for consumption in the United States and arriving here under seal of American consul, I propose that when the American consul seals a car and certifies the manifest of the same (Form 46) that the manifest be made in quintuple instead of quadruplicate, as now, and that the additional copy of the manifest be mailed by the consul to the Auditor for the Treasury Department. The receipt of this manifest by the Auditor would inform him of the departure of the car under seal and of the contents thereof.

When the car arrives at the port of first arrival in the United States, and is there inspected and the seals are found intact, and the car is found not to have been opened in transit, and it is entered for shipment to the port of destination, the entry (Form 47) should be made in quadruplicate instead of triplicate, as now, and the additional copy of the entry should be mailed by the collector to the Auditor of the Treasury Department. The receipt of this copy of the entry would inform the Auditor that the car had arrived, had been entered, and had proceeded on its way to the port of destination.

On the arrival of the car at the port of destination the inspector who unlocks the car and superintends the unloading of the same should certify on the back of the copy of the manifest forwarded by mail by the consul to the collector at the port of destination, and in the blank printed thereon, the fact that he has examined the car on its arrival, and that the seals thereon were found intact, and that the contents of the car correspond with the manifest.

After the contents of the car have been entered, or placed in general order as unclaimed, the collector should note upon the face of this copy of the manifest the disposition of the contents of the car, giving the numbers of the respective entries, and stating the number of packages in each entry, and also the number of packages going into general order, if any. When this shall have been done the collector should mail said copy of the manifest to the Auditor for the Treasury Department.

When the Auditor receives this return by the collector he can then compare the reported disposition of the contents of the car with the returns of the collector of entries for consumption, immediate transportation, and warehouse, and of goods in general order.

By this arrangement the Auditor can tell every car that is shipped under consular seal, its arrival at port of first arrival, and its departure for the port of destination, and the fact that it has reached there, and the further and more material fact that the collector has charged himself with the whole of the contents of each car. Thus the manifest would be liquidated.

If on the arrival of the car at the port of first arrival the seals are found to have been tampered with, or the car to have been opened, so that it can not be forwarded to the port of destination, and the contents of the car are entered at port of first arrival, the collector at the port should certify on the face of the copy of the manifest

received by him from the consul the disposition of the contents of the car, in the same manner required of the collector at the port of destination when cars sealed and entered are received by him. When the contents of a car so found to be in a condition prohibiting its being forwarded to port of destination are entered for immediate transportation, immediate consumption, or warehousing, or are not entered, but remain unclaimed and go into general order at the port of first arrival, the report of the collector on the face of the manifest will be verified by the Auditor by comparison with the collector's reports of entries for immediate transportation, consumption, warehouse, and of goods in general order. Thus the manifest would be fully liquidated.

Conductors of cars containing merchandise imported for consumption and not intended for an interior port should forward to the Auditor for the Treasury Department a copy of each manifest, and the collector should report on the face of the copy of the manifest the disposition of the contents of each car in the manner before specified for manifests of vessels, and each manifest should be liquidated by the Auditor.

VERIFYING LIQUIDATION OF ENTRIES.

In the matter of verifying the liquidation of entries at custom-houses at which there are no naval officers, as recommended by the Joint Commission, I have to report that the Auditor does not, and under the present system can not, know that the liquidation of entries made by the collectors of customs is correct.

The present method of collecting duties on merchandise entered for consumption may be briefly stated as follows:

The importer makes out his entry on a blank for that purpose, and on which the articles, weight, measure, and value are stated, and on which the duty is estimated. The invoice is also filed. The law and regulations require this estimate of the amount and rate of duty to be made by the entry clerk of the collector or official acting as such, but in fact it is made by the importer or his broker and nearly always adopted by the entry clerk as his own. The amount of estimated duty is paid, and the merchandise, except that part ordered to the appraiser's store for appraisement, is delivered to the importer.

The original invoice and the samples are sent to the appraiser, who makes his appraisement or valuation on the invoice and opposite each article appraised, or if there is but one class in the invoice then at the end thereof. The returns of the gauger and weigher are made on blank forms used for that purpose. The indorsement by the appraiser on the original invoice is the only record of the action of that officer.

The appraiser does not classify the merchandise, but suggests a classification to the collector, who is by law the classifying officer. The invoice with the appraiser's valuation thereon, and the return of the gauger or weigher is sent to the collector, who sends it to the liquidating clerk, to whom the entry has been sent, and he, having now the valuation and quantity of merchandise and the classification, proceeds to find the correct amount of duty that should be collected on the entry. If the "estimated" duty is found to be correct the entry is stamped, "Liquidated as entered," but if it is not, the correct amount of duty is entered on the entry, and if not enough duty has been paid the difference is collected by the collector from the importer, and is accounted for in his account of "Additional duties collected," and if the estimated duty is more than is found to be due, the overcharge is refunded as "Excess of duties collected," and so appears in the accounts of the collector.

The Auditor for the Treasury Department, by whom all accounts of collectors of customs are examined and settled, is not able to verify these liquidations of entries for the reason that he does not receive the valuation by the appraiser nor the return of the gauger or weigher or measurer, and without them it is impossible to act intelligently.

Having thoroughly investigated this matter, at both Chicago and St. Louis, I find at Chicago there is strenuous and reasonable objection raised to forwarding to the Auditor the original invoices with the appraisers' returns indorsed thereon. It is claimed there, and I agree with them, that the collector's office should not be deprived of an original record, which is not only liable to loss by transmission by mail, but which should not be taken from the office when it is in frequent demand by importers and officials, and when it is required in cases of protest. The collector of customs at Chicago suggested that the triplicate copy of the invoice filed in his office was of no use, and by the assistance of one additional clerk the action of the appraiser and that of the gauger or weigher could be transcribed thereon from the original invoice, and this would be sufficient evidence for the Auditor to verify the liquidation.

At St. Louis the collector suggested that the only use he had for the original invoice was as a record, and especially in cases of protest, and rather than go to the trouble of copying the action of the appraiser in every instance he could in the few

cases of protest transcribe the action of the appraiser from the original to the triplicate invoice and keep the latter and send the former to the Auditor.

I was at first satisfied that the triplicate invoice, with the action of the appraiser, gauger, and weigher transcribed thereon, would be satisfactory to my office, and after hearing the proposition of the collector at St. Louis I was of the opinion that his suggestion would be satisfactory. But after mature reflection and full consideration of the whole subject I am now convinced that if the Auditor is to be required to verify the liquidation of entries so as to be a check on mistakes and dishonesty in liquidating entries (and if he is not to be a check on these, then there is no necessity for verifying liquidations) he should have the best evidence of which the case in its nature is susceptible—that is, he should have original papers and not copies made by one whose action it is to be the Auditor's duty to review.

I have, therefore, to recommend that both the original and triplicate invoices be forwarded by the collector to the appraiser or official acting as such, and that that officer's valuation and suggested classification be made in duplicate, one part on the original and the other on the triplicate invoice, and that both invoices be returned to the collector, by whom any action he may take, whether approving or differing from the appraiser, shall be expressed in duplicate, one part on the original and the other on the triplicate invoice.

The report of the gauger, weigher, or measurer should be made in duplicate, and one part forwarded with one part of the invoice to the Auditor.

The invoices, weigher's certificate, and entry should bear the same number for the purpose of identification.

By this plan the evidence submitted to the Auditor would be of the highest character, and it would then be immaterial to the Auditor or the collector whether the original or triplicate invoice was sent or retained, as both would be original reports of the appraiser.

This will necessitate one more clerk or copyist in the appraiser's office at Chicago, and possibly also at St. Louis, but if by the other plan it is done in the office of the collector, the same increase of the clerical force will be required, and the result will be a copy instead of an original.

The liquidating clerks should be required to make their calculations on the face of the entries so as to facilitate as much as possible the work in the office of the Auditor, it being much easier to verify a calculation than to prove one.

Respectfully, yours,

E. P. BALDWIN,
Auditor for the Treasury Department.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 279.

DEFICIENCY APPROPRIATION FOR THE CARE AND PRESERVATION OF PUBLIC GROUNDS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for care and preservation of public grounds for the current fiscal year submitted by the Secretary of War.

FEBRUARY 4, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 2, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of deficiency in the appropriation for "improvement and care of public grounds" for the current fiscal year, $500, as submitted by the Secretary of War under date of the 1st instant.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WAR DEPARTMENT,
Washington City, February 1, 1895.

SIR: I have the honor to forward herewith for transmission to Congress an estimate ($500) of appropriation for "improvement and care of public grounds," required for the use of the War Department for the service of the fiscal year ending June 30, 1895.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SECRETARY OF THE TREASURY.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 1, 1895.

SIR: I have the honor to submit herewith a communication from Col. John M. Wilson, U. S. A., in charge of public buildings and grounds, dated January 31, 1895, recommending that an estimate be presented for an additional appropriation for removal of snow and ice, and in accordance with this recommendation to submit herewith an estimate for a deficiency appropriation, as follows:

Improvement and care of public grounds, 1895:	
For removal of snow and ice	$500

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

OFFICE OF PUBLIC BUILDINGS AND GROUNDS,
Washington, D. C., January 31, 1895.

GENERAL: I have the honor to submit herewith a deficiency estimate of $500 for "removing snow and ice" from the various reservations in the city of Washington, under charge of the Chief of Engineers, and to report as follows:

The original estimate submitted by me "for removing snow and ice" for the fiscal year ending June 30, 1895, was $1,500; the amount appropriated by the act of August 18, 1894 (sundry civil bill) was $1,200.

The total length of the paths and sidewalks through and around the various reservations under charge of this office from which snow should be removed after each storm is about 30 miles, covering an area of about 42 acres.

The amount of the appropriation expended up to date is as follows:

Storm of December 27, 1894	$177.92
Storm of January 3, 1895	214.75
Storm of January 9, 1895	226.88
Storm of January 26, 1895	47.88
Storm of January 29, 1895	156.00
	823.43

After the storm of January 29, owing to the small amount of the appropriation remaining, the snow was removed only from the inner portions of the sidewalks, except in two or three places.

The total amount now available for removing snow and ice during the months of February and March is only $376.57, not more than enough to properly clear the walks after two ordinary storms.

I respectfully suggest that the necessary action be taken for the purpose of obtaining a further appropriation of $500.

Should there be no more storms this sum would not be used, but would revert to the Treasury.

Very respectfully, your obedient servant,

JOHN M. WILSON,
Lieut. Col., Corps of Engineers, Colonel, U. S. A.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, United States Army.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the Chief of Engineers.

Improvement and care of public grounds, 1895:

For removing snow and ice (August 18, 1894, vol. 28, p. 401, sec. 1)	$500
Amount appropriated for the fiscal year for which the appropriation is required	1,200

NOTE.—The officer in charge of public buildings and grounds reports that the total length of the paths and sidewalks through and around the various reservations under the charge of his office from which snow should be removed after each storm is about 30 miles, covering an area of about 42 acres, and that of the $1,200 appropriated for the present fiscal year, the sum of $823.43 has been expended, leaving a balance of only $376.57, available for the remainder of the fiscal year, not more than enough to properly clear the walks after two ordinary storms.—(*Thos. Lincoln Casey, Brig. Gen., Chief of Engineers.*)

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 280.

ROBERT G. MILLER AND OTHERS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Statements of losses sustained by the keeper and his assistants at Southwest Pass, Louisiana, light station, etc.

FEBRUARY 2, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January 31, 1895.*

SIR: I have the honor to transmit herewith three original statements of personal losses sustained by the keeper and his assistants at the Southwest Pass, Louisiana, light station on May 22, 1894, at the time of the partial destruction of that station by fire, viz :

Mr. Robert G. Miller, keeper, claim $362.50.

Mr. William J. O'Brien, assistant keeper, claim $118.90.

Mr. John Anderson, assistant keeper, claim $283.10.

Recommendation is made that these claims be favorably considered, and that provision be made by Congress for the reimbursement of those who suffered these losses.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SOUTHWEST PASS LIGHT-HOUSE,
Pilot Town, La., June 23, 1894.

WEARING APPAREL.	
1 uniform suit complete	$20.00
1 citizen shirt	10.00
1 overcoat	7.00
3 pairs of overalls	1.50
2 pairs of gaiter boots	6.00
1 derby hat	2.00
1 helmet	.50
3 flannel shirts	3.00
2 pairs of pants	5.00
6 white shirts	3.00
1 pair of sleeve buttons	2.00
2 pairs of slippers	1.50
1 blue coat	3.00

WEARING APPAREL—continued.	
1 silver watch, chain, and charm	$20.00
1 leather bag	4.50
2 hats	2.00
1 rifle	15.00
1 rifle	10.00
1 revolver	10.00
1 spyglass	15.00
United States greenbacks (United States money)	175.00
Total	316.00

BEDROOM OUTFIT.

1 bedstead	$3.00
2 mattresses	3.00
3 bedsheets	1.50
4 bedquilts	8.00
3 feather pillows	1.50
Total	17.00

DINING ROOM OUTFIT.

1 dining room safe	3.00
1 dozen flat plates	.50
1 dozen of soup plates	.50
½ dozen cups and saucers	.50
2 deep dishes	.50
2 oblong dishes	.50
½ dozen knives and forks	2.50
2 pitchers	.50
½ dozen tablespoons	.50
2 dishpans	1.00

DINING ROOM OUTFIT—continued.

2 saucepans	$1.00
1 chopping tray and knife	.50
1 flour sieve	.50
1 table cover, oilcloth	.50
6 chairs	3.00
Total	15.50

PROVISIONS.

1 barrel of flour	4.00
Coffee	4.00
Red beans	1.00
Split pease	1.00
Rice	1.00
Tea	1.00
Dried apples	1.00
Cornmeal	1.00
Total	14.00

Very respectfully,

ROBERT G. MILLER, *Principal Keeper.*

STATE OF LOUISIANA, *Parish of Orleans:*

Before me, Samuel Flower, a notary public in and for said State and parish, duly commissioned and qualified, this day personally appeared Robert G. Miller, who, being duly sworn, deposes and says that the above and foregoing lists of wearing apparel, bed and dining room outfits, and provisions, and the valuations thereof, are true and correct, being his property, and which was destroyed in the fire which occurred at the Southwest Pass Light-House Station, at Pilot Town, La., on the 22d day of May, 1894.

ROBERT G. MILLER, *Principal Keeper.*

Sworn to and subscribed before me at the city of New Orleans this 11th day of July, 1894.

[SEAL.]

SAMUEL FLOWER, *Notary Public.*

OFFICE U. S. LIGHT-HOUSE INSPECTOR, EIGHTH DISTRICT,
New Orleans, La., January 28, 1895.

The within claim is approved in the sum of $362.50 and recommended to be paid.

J. B. COGHLAN,
Commander, U. S. N. Inspector Eighth Light-House District.

SOUTHWEST PASS LIGHT-HOUSE,
Pilot Town, La., June 23, 1894.

1 uniform suit, complete	$20.00
1 blue cloth suit	15.00
1 brown suit	10.00
1 overcoat	5.00
½ dozen white shirts, at 90 cents apiece	5.40
½ dozen flannellet shirts, at 60 cents apiece	3.60
3 pair of overalls, at 60 cents apiece	1.80
3 working shirts, at 50 cents apiece	1.50
1 hat	2.00
1 hat	1.00
½ dozen pair socks, at 20 cents	1.20
1 pair of shoes	3.00
1 pair of shoes	$2.00
2 pair of slippers, at 90 cents per pair	1.80
1 bed	7.00
1 mattress	3.00
1 pillow	1.00
3 pillowcases, at 20 cents apiece	.60
2 pair blankets, at $2.50 a pair	5.00
1 quilt	3.00
1 trunk	4.00
1 valise	2.00
1 double-barrel shotgun	20.00
Total	118.90

Personally appeared before me William J. O'Brien, who states that the within account is correct and just, and that the articles mentioned were destroyed by fire, as stated.

WILLIAM J. O'BRIEN.

Sworn to and subscribed to before me this 16th day of July, 1894.

M. E. BANNON,
Justice of the Peace, Plaquemine Parish, La.

OFFICE UNITED STATES LIGHT-HOUSE INSPECTOR, EIGHTH DISTRICT,
New Orleans, La., January 28, 1895.

Approved in the sum of $118.90 and recommend that it be paid.

J. B. COGHLAN,
Commander U. S. N., Inspector Eighth Light-House District.

SOUTHWEST PASS LIGHT-HOUSE,
Pilot Town, La., June 23, 1894.

2 mattresses	$4.00	6 undershirts	$3.00
3 blankets	8.50	2 white shirts	2.00
2 pillows	3.00	6 drawers	4.20
4 pillowcases	2.00	1 shoes	3.00
1 uniform	18.00	2 slippers	2.00
1 new blue suit	10.00	1 trunk	5.00
4 pants	2.40	1 valise	2.00
3 jumpers	1.50	1 breech-loading gun	40.00
6 socks	1.50	1 muzzle-loading gun	20.00
1 hat	2.00	1 revolver	8.00
1 overcoat	5.00	1 spyglass	8.00
4 overshirts	8.00	Jewelry	15.00

Lost in cash, $95 in greenbacks (United States money), $10 in silver. In all, $283.10.

JOHN ANDERSON, *Second Assistant.*

Sworn to and subscribed before me, this 31st day of July, 1894.
[SEAL.]

ERNEST FELLON, *Notary Public.*

OFFICE INSPECTOR EIGHTH LIGHT-HOUSE DISTRICT,
New Orleans, La., January 28, 1895.

The above list of articles belonging to John Anderson, second assistant keeper, Southwest Pass light station, were destroyed by the fire which occurred at that station on May 22, 1894.

Approved in the sum of $283.10 and recommended to be paid.

J. B. COGHLAN,
Commander U. S. N., Inspector Eighth District.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 281.

LIST OF ENTRIES OF PUBLIC LANDS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

A list of entries of public lands adjudicated by the Commissioner of the General Land Office and confirmed by the board of equitable adjudication for the fiscal year ended June 30, 1894.

FEBRUARY 4, 1895.—Referred to the Committee on the Public Lands and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, February 1, 1895.

SIR: In accordance with the requirements of section 2452, Revised Statutes, I have the honor to transmit herewith a list of entries of public lands adjudicated by the Commissioner of the General Land Office, and confirmed by the board of equitable adjudication under sections 2450 to 2457, Revised Statutes, as amended by the act of Congress approved February 27, 1877, for the year ended June 30, 1894.

Very respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 282.

RECENT INSURRECTION IN THE HAWAIIAN ISLANDS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN RESPONSE TO

House resolution of February 1, 1895, calling for certain information touching the recent insurrection in the Hawaiian Islands.

FEBRUARY 4, 1895.—Referred to the Committee on Foreign Affairs and ordered to be printed.

To the House of Representatives:

In response to the resolution of the House of Representatives of the 1st instant, calling for certain information touching the recent insurrection in the Hawaiian Islands, I transmit herewith a report of the Secretary of State, with accompanying papers.

GROVER CLEVELAND.

EXECUTIVE MANSION,
Washington, February 4, 1895.

To the PRESIDENT:

The Secretary of State, to whom was referred the resolution of the House of Representatives, dated February 1, 1895, requesting the President—

To transmit to the House of Representatives, if not incompatible with the public interests, all correspondence, documents, or other information, if any, in the possession of the Government, in regard to arms having been furnished by British subjects to persons in rebellion against the Government of the Hawaiian Islands; or in regard to any intervention by representatives of Great Britain to prevent the application of martial law as proclaimed by said Government to those concerned in said rebellion who claim to be British subjects,

has the honor to report that the Department has no information in regard to arms having been furnished by British subjects to persons in rebellion against the Government of the Hawaiian Islands; but, in a telegram from the United States minister at Honolulu, January 11, forwarded by way of San Francisco, Mr. Willis says: "Arms reported to have been brought from Vancouver by *Norma*."

This telegram and Mr. Willis's dispatch, No. 81, of the same date, were given to the press on their receipt. Copies are also hereto appended.

Although not directly responsive to the resolution, copies are submitted of correspondence exchanged with the United States legation at Honolulu in regard to alleged filibustering movements and apprehended shipments of arms from San Francisco in November last.

The Department of State has no information in regard to any intervention by representatives of Great Britain to prevent the application of martial law as proclaimed by the Hawaiian Government to those concerned in the recent rebellion who claim to be British subjects, or of any foreign representations whatever in the case other than a statement, contained in a note of the Hawaiian minister to the undersigned under date of January 20 last, that "the British commissioner at Honolulu, Mr. Hawes, has called upon the Government of Hawaii to give him assurances that no capital punishment will be inflicted upon the insurrectionists, there being fifteen Englishmen under arrest, which requested assurance the Government has refused to give." Copies of this note of Mr. Thurston and of the reply of the undersigned are also annexed.

Respectfully submitted. W. Q. GRESHAM.

DEPARTMENT OF STATE,
Washington, February 4, 1895.

No. 1.

Mr. Willis to Mr. Gresham.

No. 75.] LEGATION OF THE UNITED STATES
Honolulu, Hawaiian Islands, November 10, 1894.

SIR: I inclose herewith for your information copy of communication just received from Hon. Francis M. Hatch, minister of foreign affairs.

Upon receipt of above I sent you, in cipher, the following telegram: "Steamer *Rosalie* or *Alexandria* reported to be shipping arms at San Francisco against this Government."

Very respectfully, ALBERT S. WILLIS.

DEPARTMENT OF FOREIGN AFFAIRS,
Honolulu, Hawaiian Islands, November 10, 1894.

SIR: Information has just been received at this office tending to show that a filibustering expedition against this Government is being fitted out in San Francisco, and that one of the following vessels, the *Rosalie* or the *Alexandria*, will be used for the purpose. The information points more strongly to the latter.

I desire to ask the good offices of your Government to prevent the shipment of arms on these vessels for such purpose.

I have the honor to be, your obedient servant,

FRANCIS M. HATCH,
Minister of Foreign Affairs.

His Excellency ALBERT S. WILLIS.

No. 2.

Mr. Gresham to Mr. Willis.

No. 54.] DEPARTMENT OF STATE,
Washington, November 26, 1894.

SIR: I have received your No. 75 of the 10th instant, transmitting a copy of a communication addressed to you on that day by the Hawaiian minister for foreign affairs in regard to a supposed filibustering expedition being fitted out at San Francisco, and confirming your cipher telegram of the 17th instant, which reads:

Steamer *Rosalie* or *Alexandria* reported to be shipping arms at San Francisco against this Government.

On the 19th instant the Hawaiian chargé d'affaires called at the Department on my invitation, and in reply to an inquiry said he had no information that arms had been or were to be shipped from San Francisco for use against the Government of Hawaii. I then handed him your telegram, which he read, and remarked that on the same day he received a telegram from his Government via San Francisco, but that it contained no such information. Mr. Hastings further remarked that he was familiar with our neutrality laws and that he did not think your telegram required action looking to their enforcement.

It does not appear why Mr. Hatch did not communicate to the United States through the Hawaiian legation at Washington information in his possession which he thought tended to show that a filibustering expedition was being fitted out at San Francisco against his Government.

I am, sir, your obedient servant,

W. Q. GRESHAM.

No. 3.

Mr. Willis to Mr. Gresham.

[Confidential.]

No. 81.] LEGATION OF THE UNITED STATES,
Honolulu, Hawaiian Islands, January 11, 1895.

SIR: I have this day forwarded, through United States Dispatch Agent Cooper, the following telegram addressed to you:

At Waikiki Beach, 5 miles from executive building, night of January 6, uprising of Hawaiians, reported several hundred well supplied with arms and ammunition, commanded by Captain Nowlein and R. W. Wilcox. Hon. C. L. Carter, late commissioner, killed first night. Desultory fighting every day since, without further loss of life or property to Government. Three Royalists killed and fifty taken prisoners. Over 50 noncombatants, mostly white, arrested, including 3 ex-attorney-sgeneral and many prominent citizens. Martial law declared January 7. No vessels allowed to leave. Other islands reported quiet. Crisis thought to be over, but excitement still intense. President Dole expressed to me his gratification that no national ship has been in port during this disturbance. Arms reported to have been brought from Vancouver by *Norma*.

As reported to you in my No. 79 of January 5, there have been for several weeks rumors of revolt, many of which, as therein stated, I considered well founded. On the 6th instant the first actual encounter took place.

A squad of Government police (Hawaiian), accompanied by Deputy Marshal Brown, Hon. C. L. Carter, and several others, undertook a

search for arms on the premises of a half white, named Bartelmann, who resides on Waikiki Beach, about 5 miles from the center of this city. The searching party was fired on by Royalists secreted in a boat house near by, resulting in the wounding of several policemen and the death of Hon. Charles L. Carter. Mr. Carter was a prominent lawyer, a member of the commission which visited Washington in the spring of 1893, and has held many other responsible positions. His death seems to be universally regretted.

After more firing, the Royalists retreated to the crater of an extinct volcano (Diamond Head), from which they were the following day dislodged by the Government forces. They are to-day reported to be surrounded in the adjoining mountains, without supplies and reduced to 30 men.

On the morning of the 7th instant martial law was declared, since which probably 60 citizens have been arrested. Among them are 3 ex-attorneys-general and other prominent persons, representing various nationalities. Many of these arrests have been, as the Government officers state, "precautionary." I have the assurance of the attorney-general that the cases of United States citizens under arrest will be promptly investigated and justly dealt with.

In the telegram supra I have quoted the remark of President Dole that he was gratified at the absence from port at this time of any national ship. It gave his Government, he said, an opportunity to prove its ability to take care of itself, which if once done would probably insure permanent peace. Similar views, as I have heretofore reported, were expressed by Minister Hatch when the *Philadelphia* was about to depart.

The number of royalists under arms was not probably half as large as first reported; of foreigners (white) there are not half a dozen. Their leaders are well-known here. Nowlein is a half white, who at the time of the revolution of 1893 was commander in chief of the Queen's forces. Since then, he has been captain of a volunteer body guard to her. Wilcox is a half-caste Hawaiian, was educated at the Royal Artillery School in Turin, and there married a cousin of Prince Colonna. He was the leader of the revolution of 1889.

The feeling, indicated by the newspaper slips inclosed, is for extreme measures against all involved, but thus far nothing has been done.

With sentiments of high esteem, I am, sir, very respectfully,

ALBERT S. WILLIS.

No. 4.

Mr. Thurston to Mr. Gresham.

HAWAIIAN LEGATION,
Washington, January 20, 1895.

SIR: I have the honor to inform you that I have received from my Government telegraphic communication stating that the insurrection in Honolulu was broken; that several of the leaders and their remaining followers were fugitives in the mountains; that the British commissioner at Honolulu, Mr. Hawes, has called upon the Government of Hawaii to give him assurances that no capital punishment will be inflicted upon the insurrectionists, there being fifteen Englishmen under arrest, which requested assurance the Government has refused to give.

I am also informed by Mr. Hatch, who is now in San Francisco, that he will return to Honolulu by the steamer *Australia*, the sailing of which has been postponed until Monday next.

From my knowledge of names, localities, and conditions, I believe the press dispatches concerning the details of the insurrection to be substantially correct.

The subject of the presence of an American man-of-war at Honolulu has been recently the subject of discussion in the press and elsewhere.

It does not lie within my province to suggest any course of action on the part of the United States concerning such subject. I feel, however, that it is due to your Government and to the large American population and property interests in Hawaii to state that, although the Government of Hawaii is, and will continue in the future as it has been in the past, fully able to maintain itself against the attacks of all domestic enemies, in view of the serious nature of the charges now pending against a large number of both foreigners and natives, and of other complicating conditions, the state of affairs at the islands is critical; as in the event of further insurrection or complication, although the Government will use every endeavor to protect foreign citizens and their property, it is not impossible that sudden contingencies may arise, or isolated acts of violence take place, against which the Government, with its limited police and military force, may temporarily be unable to afford protection.

With renewed assurances of my high consideration, I have the honor to remain, etc.,

L. A. THURSTON.

No. 5.

Mr. Gresham to Mr. Thurston.

DEPARTMENT OF STATE,
Washington, January 20, 1895.

SIR: I have the honor to acknowledge the receipt of your note of this date, in which, referring to the uprising in Hawaii, you say that although your Government is and will continue in the future, as it has in the past, fully able to maintain itself against the attacks of all domestic enemies, in view of the serious nature of the charges now pending against a large number of both foreigners and natives, and of other complicating conditions, the state of affairs at the islands is critical, and that, owing to its limited police and military force, your Government may not be able, in sudden contingencies, to afford protection to foreign citizens and their property for the time being.

On receipt of a dispatch from Mr. Willis yesterday morning on the subject of the uprising, which was immediately given to the press, a war ship was at once ordered to proceed from San Francisco to Honolulu to afford needed protection to any Americans entitled to it. That fact was also announced by the press Saturday afternoon and this morning, and I naturally supposed that the announcement had attracted your notice.

Accept, sir, the renewed assurances of my highest consideration.

W. Q. GRESHAM.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 283.

JUDGMENTS OF THE COURT OF CLAIMS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A list of judgments of the Court of Claims which have been presented and require an appropriation for their payment.

FEBRUARY 5, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 4, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, a list of judgments rendered by the Court of Claims, amounting to $716,093.39, which have been presented to this Department and require an appropriation for their payment.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Judgments of the Court of Claims.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	ANDERSON, IND.					
18502	Walter H. Daniels...	Jan. 14, 1895	$266.03	Jan. 19, 1895	Apr. 14, 1895	Extra pay as letter carrier at Anderson, Ind., under act of May 24, 1888
18502	Otway W. Randall...	.....do	266.03	.....do	.....do	Do.
18502	Charles R. Stuart....	.....do	610.39	.....do	.....do	Do.
18502	Joseph R. Morrey...	.....do	599.02	Jan. 22, 1895	.....do	Do.
18502	Theodore L. Zion....	.....do	478.80	Jan. 29, 1895	.....do	Do.
	John J. Bravy.....	.....do	712.13	Feb. 2, 1895	.....do	Do.
	Total		2,932.40			
	ADRIAN, MICH.					
17073	William F. Bowen...	Jan. 30, 1895	406.55	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Adrian, Mich., under act of May 24, 1888.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	ADRIAN, MICH.—cont'd.					
17073	Charles M. Cone.....	Jan. 30, 1895	$234.13	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Adrian, Mich., under act of May 24, 1888.
17073	Frank T. Gaffney....	.....do	157.10	.....do	.....do	Do.
17073	Charles H. Hack.....	.....do	171.74	.....do	.....do	Do.
17073	Charles T. Lord.....	.....do	305.22	.....do	.....do	Do.
17073	Butler Winchip.....	.....do	274.29	.....do	.....do	Do.
17073	Daniel Wright.....	.....do	211.80	.....do	.....do	Do.
	Total	.....	1.760.83			
	ANN ARBOR, MICH.					
18434	Asa Allen.....	Dec. 10, 1894	295.55	Dec. 11, 1894	Mar. 10, 1895	Extra pay as letter carrier at Ann Arbor, Mich., under act of May 24, 1888.
18434	Wm. F. Armstrong..	.....do	275.88	.....do	.....do	Do.
18434	William L. Baxter...	.....do	571.03	.....do	.....do	Do.
18434	George Blum.....	.....do	631.45	.....do	.....do	Do.
18434	Christopher T. Donnelly	.....do	571.03	.....do	.....do	Do.
18434	Alfred A. Fruhauf..	.....do	42.90	.....do	.....do	Do.
18434	Charles F. O'Hearn..	.....do	317.75	.....do	.....do	Do.
18434	James O'Kane.....	.....do	631.45	.....do	.....do	Do.
18434	Joseph A. Polhemus.	.....do	326.09	.....do	.....do	Do.
18434	Earl Ware.....	.....do	303.11	.....do	.....do	Do.
	Total	.....	3,966.24			
	BALTIMORE, MD.					
17902	Edward A. Adams ..	Dec. 10, 1894	168.38	Dec. 18, 1894	Mar. 10, 1895	Extra pay as letter carrier at Baltimore, Md., under act of May 24, 1888.
17902	Thomas P. Ailworth.	.....do	296.79	.....do	.....do	Do.
17902	Thomas A. Barron ..	.....do	446.33	.....do	.....do	Do.
17902	Thomas Bennett.....	.....do	996.35	.....do	.....do	Do.
17902	John T. Bokman	.....do	468.30	.....do	.....do	Do.
17902	William H. Bordley .	.....do	934.89	.....do	.....do	Do.
17902	James T. Bowling ...	.....do	571.30	.....do	.....do	Do.
17902	Peter A. Brill	.....do	352.31	.....do	.....do	Do.
17902	Andrew C. Briscoe ..	.....do	128.40	.....do	.....do	Do.
17902	H. C. Cadwallader ..	.....do	606.32	.....do	.....do	Do.
17902	William F. Caple....	.....do	718.68	.....do	.....do	Do.
17902	Charles R. Carrick ..	.....do	394.88	.....do	.....do	Do.
17902	William H. Clark ...	.....do	442.06	.....do	.....do	Do.
17902	Wm. N. Cullender...	.....do	232.51	.....do	.....do	Do.
17902	Henry Doeller.....	.....do	130.47	.....do	.....do	Do.
17902	John P. Dignan	.....do	895.75	.....do	.....do	Do.
17902	Elisha D. O. Davis ..	.....do	513.70	.....do	.....do	Do.
17902	William H. Erdman.	.....do	227.41	.....do	.....do	Do.
17902	William F. Fisher...	.....do	683.92	.....do	.....do	Do.
17902	William H. Forsyth .	.....do	379.99	.....do	.....do	Do.
17902	Henry G. Frisch	.....do	642.03	.....do	.....do	Do.
17902	Conrad Fritz	.....do	363.99	.....do	.....do	Do.
17902	Chas. F. Gawthrop ..	.....do	104.28	.....do	.....do	Do.
17902	Edward M. Giles	.....do	895.42	.....do	.....do	Do.
17902	Davis J. Gilliland ...	.....do	89.86	.....do	.....do	Do.
17902	Harry V. Gormley...	.....do	473.80	.....do	.....do	Do.
17902	John T. Gruner	.....do	41.86	.....do	.....do	Do.
17902	Adam J. Gunther ...	.....do	368.97	.....do	.....do	Do.
17902	Joseph W. Haupt ...	.....do	205.16	.....do	.....do	Do.
17902	George J. Herbst....	.....do	906.74	.....do	.....do	Do.
17902	Charles Holzman	.....do	692.31	.....do	.....do	Do.
17902	George G. Holtz.....	.....do	632.42	.....do	.....do	Do.
17902	James R. Hooper	.....do	559.63	.....do	.....do	Do.
17902	Edwin R. House.....	.....do	406.22	.....do	.....do	Do.
17902	William J. Hosfros..	.....do	702.45	.....do	.....do	Do.
17902	Joseph E. Huster ...	.....do	845.74	.....do	.....do	Do.
17902	Charles A. Isensee ..	.....do	54.65	.....do	.....do	Do.
17902	Harry G. Jackson ...	.....do	662.75	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BALTIMORE, MD.—continued.					
17902	Philip Jahn.....	Dec. 10, 1894	$55.89	Dec. 18, 1894	Mar. 10, 1895	Extra pay as letter carrier at Baltimore, Md., under act of May 24, 1888.
17902	George W. Jones....	.....do	609.75	.....do	.....do	Do.
17902	Ferdinand Kaufholz.	.....do	53.32	.....do	.....do	Do.
17902	Henry C. Kennedy ..	.....do	419.52	.....do	.....do	Do.
17902	William C. Kernan..	.....do	996.35	.....do	.....do	Do.
17902	George L. Kirwan...	.....do	682.54	.....do	.....do	Do.
17902	Frederick Koehler ..	.....do	112.67	.....do	.....do	Do.
17902	Martin Koenig	.....do	794.30	.....do	.....do	Do.
17902	John L. Krager.....	.....do	372.17	.....do	.....do	Do.
17902	Oscar Liepman	.....do	853.18	.....do	.....do	Do.
17902	Peter J. Logue	.....do	59.11	.....do	.....do	Do.
17902	Henry A. Lucas.....	.....do	99.80	.....do	.....do	Do.
17902	Jacob McCeney	.....do	931.43	.....do	.....do	Do.
17902	Victor McCeney.....	.....do	468.30	.....do	.....do	Do.
17902	Joseph S. McConnell.	.....do	438.91	.....do	.....do	Do.
17902	William L. McGaw ..	.....do	139.23	.....do	.....do	Do.
17902	Wm. G. McKinley ...	.....do	167.80	.....do	.....do	Do.
17902	Frank J. McQuade..	.....do	956.05	.....do	.....do	Do.
17902	William J. Maddin ..	.....do	572.73	.....do	.....do	Do.
17902	James J. Mattison...	.....do	363.45	.....do	.....do	Do.
17902	Elijah B. Milbourne.	.....do	934.89	.....do	.....do	Do.
17902	John H. Miller	.....do	969.77	.....do	.....do	Do.
17902	Henry A. Mills.....	.....do	703.83	.....do	.....do	Do.
17902	William A. Mulkay .	.....do	794.18	.....do	.....do	Do.
17902	Frank E. Murray....	.....do	380.41	.....do	.....do	Do.
17902	C. Armour Newcomer	.....do	93.39	.....do	.....do	Do.
17902	William P. Newman.	.....do	325.62	.....do	.....do	Do.
17902	William A. O'Neill ..	.....do	201.08	.....do	.....do	Do.
17902	Remus Ould.....	.....do	502.63	.....do	.....do	Do.
17902	James K. Rimby.....	.....do	624.18	.....do	.....do	Do.
17902	Joseph T. Roberts...	.....do	441.34	.....do	.....do	Do.
17902	Charles A. Rumpf...	.....do	243.23	.....do	.....do	Do.
17902	James B. Rundle	.....do	411.31	.....do	.....do	Do.
17902	George W. Schaum ..	.....do	396.33	.....do	.....do	Do.
17902	William H. Schnibbe	.....do	742.28	.....do	.....do	Do.
17902	Dennis J. Scully.....	.....do	320.75	.....do	.....do	Do.
17902	George W. Sears	.....do	227.41	.....do	.....do	Do.
17902	Albert C. Shaffer	.....do	194.18	.....do	.....do	Do.
17902	George D. Shanks ...	.....do	265.79	.....do	.....do	Do.
17902	Robert L. Shaw.....	.....do	157.63	.....do	.....do	Do.
17902	David W. Shaw.....	.....do	491.37	.....do	.....do	Do.
17902	Wm. H. Sheets, jr ...	.....do	468.87	.....do	.....do	Do.
17902	Charles A. Silwright.	.....do	747.08	.....do	.....do	Do.
17902	Robert H. Simpson ..	.....do	843.57	.....do	.....do	Do.
17902	Joseph P. Sinnott ...	.....do	606.27	.....do	.....do	Do.
17902	Thomas H. Skane....	.....do	386.38	.....do	.....do	Do.
17902	Charles A. Smith	.....do	135.78	.....do	.....do	Do.
17902	Harry A. Spafford ...	.....do	996.35	.....do	.....do	Do.
17902	John Spittel	.....do	363.77	.....do	.....do	Do.
17902	Herman B. Staab	.....do	299.73	.....do	.....do	Do.
17902	John F. Stuart	.....do	435.81	.....do	.....do	Do.
17902	Wm. H. Tennison ...	.....do	423.11	.....do	.....do	Do.
17902	Owen H. Thomas....	.....do	738.71	.....do	.....do	Do.
17902	William Utermohle..	.....do	404.44	.....do	.....do	Do.
17902	Rudolph C. Von Munchow.	.....do	538 70	.....do	.....do	Do.
17902	Frank F. Waldeck ..	.....do	916.33	.....do	.....do	Do.
17902	Samuel B. Walker...	.....do	996.35	.....do	.....do	Do.
17902	David C. Walsh	.....do	615.00	.....do	.....do	Do.
17902	George A. Weber....	.....do	515.76	.....do	.....do	Do.
17902	Wm. L. Weihrauch..	.....do	204.28	.....do	.....do	Do.
17902	Fred'k W. Werner...	.....do	470.63	.....do	.....do	Do.
17902	Fred'k Winkelman ..	.....do	298.95	.....do	.....do	Do.
17902	Urban Zink	.....do	722.61	.....do	.....do	Do.
17902	Harry W. Bowen....	.....do	123.63	Dec. 21, 1894	.....do	Do.
17902	John W. Baldwin....	.....do	307.49	.....do	.....do	Do.
17902	Charles L. Dietz.....	.....do	411.40	.....do	.....do	Do.
17902	John J. Ely.....	.....do	482.72	.....do	.....do	Do.
17902	Edwin Forrest	.....do	388.65	.....do	.....do	Do.
17902	Thomas J. Kelly	.....do	398.95	.....do	.....do	Do.
17902	Robt. L. Linthicum..	.....do	418.87	.....do	.....do	Do.
17902	William Pollard	.....do	923.10	.....do	.....do	Do.
17902	Alexander H. Allen..	.....do	846.45	Dec. 27, 1894	.....do	Do.
17902	John Andrae	.....do	28.17	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BALTIMORE, MD.—continued.					
17902	George D. Busch.....	Dec. 10, 1894	$757.93	Dec. 27, 1894	Mar. 10, 1895	Extra pay as letter carrier at Baltimore, Md., under act of May 24, 1888.
17902	Charles H. Bronwell.	.....do	744.81	.....do	.....do	Do.
17902	William E. Booze....	.....do	394.95	.....do	.....do	Do.
17902	Edward I. Bodkin ...	.....do	300.40	.....do	.....do	Do.
17902	Thomas R. Bayly	.....do	512.94	.....do	.....do	Do.
17902	F. Robert Baum	.....do	127.50	.....do	.....do	Do.
17902	Edward J. Barron ...	.....do	542.69	.....do	.....do	Do.
17902	William O. Cryer....	.....do	676.02	.....do	.....do	Do.
17902	James S. Clark	.....do	229.47	.....do	.....do	Do.
17902	George W. Carey	.....do	94.88	.....do	.....do	Do.
17902	William L. Denby ...	.....do	585.72	.....do	.....do	Do.
17902	George H. Elliott	.....do	541.09	.....do	.....do	Do.
17902	William H. Ebaugh .	.....do	56.81	.....do	.....do	Do.
17902	Thomas B. Eareckson	.....do	938.67	.....do	.....do	Do.
17902	Conrad A. Frank	.....do	398.92	.....do	.....do	Do.
17902	Louis C. Fox.....	.....do	230.03	.....do	.....do	Do.
17902	Charles C. Fields	.....do	861.76	.....do	.....do	Do.
17902	Thomas P. Farley...	.....do	92.08	.....do	.....do	Do.
17902	William Graham	.....do	14.02	.....do	.....do	Do.
17902	Charles J. Haman....	.....do	320.12	.....do	.....do	Do.
17902	Charles J. Itzel	.....do	220.78	.....do	.....do	Do.
17902	Charles E. Jay.....	.....do	390.02	.....do	.....do	Do.
17902	John P. Klebe	.....do	813.02	.....do	.....do	Do.
17902	John C. Logue.....	.....do	221.11	.....do	.....do	Do.
17902	Alva H. Linthicum ..	.....do	693.52	.....do	.....do	Do.
17902	Louis Lemkuhl.....	.....do	596.87	.....do	.....do	Do.
17902	Richard J. Laughlin .	.....do	510.89	.....do	.....do	Do.
17902	Henry Laufer	.....do	403.58	.....do	.....do	Do.
17902	George M. Lafferty..	.....do	445.65	.....do	.....do	Do.
17902	Henry R. Myers.....	.....do	996.35	.....do	.....do	Do.
17902	Edward McNeal.....	.....do	460.06	.....do	.....do	Do.
17902	John A. McMahon...	.....do	754.28	.....do	.....do	Do.
17902	Edward A. McGough.	.....do	408.26	.....do	.....do	Do.
17902	Frank E. McClure ...	.....do	89.95	.....do	.....do	Do.
17902	Charles Maurer.....	.....do	420.44	.....do	.....do	Do.
17902	Mackall Osbourn	.....do	375.35	.....do	.....do	Do.
17902	Robert Price.....	.....do	423.11	.....do	.....do	Do.
17902	Robert L. Peed	.....do	470.22	.....do	.....do	Do.
17902	Edward O. Ruth	.....do	902.35	.....do	.....do	Do.
17902	F. E. Rockstroh, jr ..	.....do	429.85	.....do	.....do	Do.
17902	George G. Robinson .	.....do	405.26	.....do	.....do	Do.
17902	Joshua N. Richardson	.....do	482.72	.....do	.....do	Do.
17902	Frank Trotton.....	.....do	216.71	.....do	.....do	Do.
17902	Charles C. Stroebel ..	.....do	418.18	.....do	.....do	Do.
17902	Julius Stengel	.....do	657.67	.....do	.....do	Do.
17902	Thomas H. Smith	.....do	315.04	.....do	.....do	Do.
17902	John N. Smith	.....do	425.05	.....do	.....do	Do.
17902	Charles J. Schneider.	.....do	320.43	.....do	.....do	Do.
17902	Henry M. Schaper ...	.....do	419.67	.....do	.....do	Do.
17902	William E. Wright ..	.....do	963.07	.....do	.....do	Do.
17902	James H. Wood	.....do	633.79	.....do	.....do	Do.
17902	George T. Wingate ..	.....do	561.96	.....do	.....do	Do.
17902	Nelson M. Williams .	.....do	124.18	.....do	.....do	Do.
17902	Benjamin F. Watts ..	.....do	813.69	.....do	.....do	Do.
17902	David Bennett.....	.....do	996.35	Jan. 2, 1895	.....do	Do.
17902	John L. Cassady.....	Dec. 24, 1894	107.68	.....do	Mar. 24, 1895	Do.
17902	Frederick Wagner ..	.....do	348.48	.....do	.....do	Do.
17902	James E. Burke.....	Dec. 10, 1894	401.26	Jan. 4, 1895	Mar. 10, 1895	Do.
17902	Robert L. Morgan...	.....do	407.87	.....do	.....do	Do.
17902	William Pendergast.	.....do	49.14	.....do	.....do	Do.
17902	Chas. W. Baughman .	Dec. 24, 1894	905.71	Jan. 5, 1895	Mar. 24, 1895	Do.
17902	Lanno C. Chason.....	Dec. 10, 1894	245.13	.....do	Mar. 10, 1895	Do.
17902	Annie M. Clark, administratrix of William F. Clark, deceased.	Dec. 24, 1894	283.55	.....do	Mar. 24, 1895	Do.
17902	George W. Fields ...	Dec. 10, 1894	370.11	.....do	Mar. 10, 1895	Do.
17902	Perry G. Fields	.....do	314.52	.....do	.....do	Do.
17902	William J. Gibbons..	.....do	370.03	.....do	.....do	Do.
17902	Michael J. Gorman ..	Dec. 24, 1894	996.35	.....do	Mar. 24, 1895	Do.
17902	Christian Jerschild..	Dec. 10, 1894	270.34	.....do	Mar. 10, 1895	Do.
17902	Henry Lange	.....do	116.74	.....do	.....do	Do.
17902	Emil A. Letzer	.....do	119.78	.....do	.....do	Do.
17902	William L. Love.....	Dec. 24, 1894	359.94	.....do	Mar. 24, 1895	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BALTIMORE, MD.—continued.					
17902	August Malthan	Dec. 10, 1894	$372.17	Jan. 5, 1895	Mar. 10, 1895	Extra pay as letter carrier at Baltimore, Md., under act of May 24, 1888.
17902	Daniel J. McGonigle.	.....do	375.69	.....do	.....do	Do.
17902	Robert E. Morse.....	.....do	78.79	.....do	.....do	Do.
17902	Henry J. Owens	Dec. 24, 1894	360.83	.....do	Mar. 24, 1895	Do.
17902	Henry Putsche	.....do	547.01	.....do	.....do	Do.
17902	Arthur Reibetantz ..	Dec. 10, 1894	996.35	.....do	Mar. 10, 1895	Do.
17902	Charles Reynolds....	.....do	424.07	.....do	.....do	Do.
17902	John E. Shelly.....	.....do	414.75	.....do	.....do	Do.
17902	Charles Sheppard ...	.....do	444.96	.....do	.....do	Do.
17902	William H. H. Snader	.....do	576.80	.....do	.....do	Do.
17902	William M. Spangler	.....do	84.97	.....do	.....do	Do.
17902	William J. Sterquel .	.....do	424.36	.....do	.....do	Do.
17902	John Stryker.....	.....do	666.13	.....do	.....do	Do.
17902	William R. Timbs ...	.....do	499.20	.....do	.....do	Do.
17902	Charles G. Smith	Dec. 24, 1894	222.61	.....do	Mar. 24, 1895	Do.
17902	Charles E. Utermohle	.....do	301.79	.....do	.....do	Do.
17902	O. W. Van Daniker..	Dec. 10, 1894	335.53	.....do	Mar. 10, 1895	Do.
17902	Jacob F. Zapp.....	.....do	227.53	.....do	.....do	Do.
17902	John N. Zipprian	.....do	11.14	.....do	.....do	Do.
17902	Wilbur H. Gorsuch..	.....do	938.67	Jan. 9, 1895	.....do	Do.
17902	George W. Graham..	.....do	296.27	.....do	.....do	Do.
17902	Walter Havern	.....do	253.38	.....do	.....do	Do.
17902	John F. King	.....do	916.66	.....do	.....do	Do.
17902	George B. Lynch	.....do.....	274.56	.....do	.....do	Do.
17902	Charles T. Miller....	.....do	799.26	.....do	.....do	Do.
17902	Edward J. Perrine ..	.....do	375.60	.....do	.....do	Do.
17902	Amos Reeder.....	.....do	793.22	.....do	.....do	Do.
17902	Samuel L. Stevens ..	.....do	348.65	.....do	.....do	Do.
17902	John Stanton.....	Dec. 24, 1894	564.44	.....do	Mar. 24, 1895	Do.
17902	Chas. J. Zimmerman.	Dec. 10, 1894	194.65	.....do	Mar. 10, 1895	Do.
17902	Alfred F. Betton	Jan. 7, 1895	204.93	Jan. 15, 1895	Apr. 7, 1895	Do.
17902	William Brickner ...	Dec. 10, 1894	413.37	.....do	Dec. 10, 1895	Do.
17902	Arthur J. Lyness ...	.....do	709.34	.....do	.....do	Do.
17902	William T. Redman..	Jan. 7, 1895	198.96	.....do	Apr. 7, 1895	Do.
17902	L. Lee Alrich	Dec. 10, 1894	87.86	Jan. 17, 1895	Mar. 10, 1895	Do.
17902	George J. Kelley	Jan. 7, 1895	428.48	.....do	Apr. 7, 1895	Do.
17902	Thomas E. Miskimon	Dec. 10, 1894	360.33	.....do	Mar. 10, 1895	Do.
17902	Alphonse J. Prevost.	.....do	996.35	.....do	.....do	Do.
17902	James W. McCleary.	.....do	92.41	Jan. 19, 1895	.....do	Do.
17902	John F. Clarke	.....do	580.91	Jan. 22, 1895	.....do	Do.
17902	Barzillia L. Hawkins	Dec. 24, 1894	620.06	.....do	Mar. 24, 1895	Do.
18296	Elmer H. Catlin	.....do	355.77	Dec. 29, 1894	.....do	Do.
17948	Edward J. Fields....	Dec. 10, 1894	265.46	Jan. 28, 1895	Mar. 10, 1895	Do.
17902	William Greaver	.....do	392.94	Jan. 26, 1895	.....do	Do.
17902	Rosetta Moran, admx. of William F. Moran, deceased.	.....do	156.90	.....do	.....do	Do.
17902	Dora C. Norman, admx. of John P. Norman, deceased.	Dec. 24, 1894	238.38	.....do	Mar. 24, 1895	Do.
17902	Polydore E. Carey ...	.....do	225.11	Jan. 29, 1895	.....do	Do.
17902	John Dyas	Dec. 10, 1894	142.81	.....do	Mar. 10, 1895	Do.
17902	Augusta Kersch, admx. of Chas. Kersch, deceased.	.....do	550.42	.....do	.....do	Do.
17902	George C. Adams, jr.	.....do	191.31	Jan. 31, 1895	.....do	Do.
17902	Bernard J. Connolly.	.....do	357.02	.....do	.....do	Do.
17902	Jacob A. Dodd	Dec. 24, 1894	390.02	.....do	Mar. 24, 1895	Do.
17902	John T. Hagan	Dec. 10, 1894	156.78	.....do	Mar. 10, 1895	Do.
17902	John D. Herbert.....	.....do	361.87	.....do	.....do	Do.
17902	Eugene Reign	Dec. 24, 1894	983.45	.....do	Mar. 24, 1895	Do.
17902	Charles W. Schaun..	Dec. 10, 1894	894.38	.....do	Mar. 10, 1895	Do.
18196	Henry Appel	.....do	536.97	Dec. 14, 1894	.....do	Do.
18196	Austin E. Arrington.	.....do	924.97	.....do	.....do	Do.
18196	Allison K. Bird	.....do	976.49	.....do	.....do	Do.
18196	John W. Boulden	.....do	624.18	.....do	.....do	Do.
18196	John W. Bubert	.....do	510.94	.....do	.....do	Do.
18196	John F. Byrnes	.....do	574.54	.....do	.....do	Do.
18196	Frank J. Carpenter ..	.....do	671.98	.....do	.....do	Do.
18196	Lewis E. Chaffinch ..	.....do	376.97	.....do	.....do	Do.
18196	Henry Giesz.....	.....do	86.63	.....do	.....do	Do.
18196	Herbert D. Gilley....	.....do	585.72	.....do	.....do	Do.
18196	Douglas C. Gosnell ..	.....do	315.61	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BALTIMORE, MD.—continued.					
18196	William J. Green	Dec. 10, 1894	$387.41	Dec. 14, 1894	Mar. 10, 1895	Extra pay as letter carrier at Baltimore, Md., under act of May 24, 1888.
18196	William T. Leonard .	.....do	259.56	.....do	.....do	Do.
18196	Joseph P. Lucas.....	.....do	432.73	.....do	.....do	Do.
18196	Charles R. Maguire..	.....do	483.99	.....do	.....do	Do.
18196	Henry Martin	.....do	100.24	.....do	.....do	Do.
18196	John W. McCormack.	.....do	596.37	.....do	.....do	Do.
18196	Michael McGarvey..	.....do	401.56	.....do	.....do	Do.
18196	Bern'rd McMahon, jr.	.....do	108.49	.....do	.....do	Do.
18196	James T. Mitchell ...	.....do	543.84	.....do	.....do	Do.
18196	William H. Murr....	.....do	39.18	.....do	.....do	Do.
18196	John H. Price	.....do	177.41	.....do	.....do	Do.
18196	William A. Price....	.....do	462.80	.....do	.....do	Do.
18196	W. Clarence Reamy..	.....do	813.69	.....do	.....do	Do.
18196	Louis E. Santmyer...	.....do	423.11	.....do	.....do	Do.
18196	Alonzo Slaysman....	.....do	100.04	.....do	.....do	Do.
18196	Henry P. Sullivan...	.....do	135.09	.....do	.....do	Do.
18196	Robert W. Tate.....	.....do	464.07	.....do	.....do	Do.
18196	James J. Tuohy	.....do	414.75	.....do	.....do	Do.
18196	Francis W. Weaver..	.....do	961.33	.....do	.....do	Do.
	Total	.....	122,096.22			
	BAY CITY, MICH.					
18331	Marcus J. Anthony..	Nov. 26, 1894	217.06	Nov. 28, 1894	Feb. 24, 1895	Extra pay as letter carrier at Bay City, Mich., under act of May 24, 1888.
18331	Edwin J. Blomfield..	.....do	105.33	.....do	.....do	Do.
18331	George W. Butterfield	.....do	318.30	.....do	.....do	Do.
18331	Frank Denio.....	.....do	148.65	.....do	.....do	Do.
18331	Daniel S. Dunn.....	.....do	306.39	.....do	.....do	Do.
18331	Richard Jewell	.....do	318.30	.....do	.....do	Do.
18331	Thomas Kent.....	.....do	50.29	.....do	.....do	Do.
18331	James D. McGrath ..	.....do	353.22	.....do	.....do	Do.
18331	Fred J. Newman	.....do	205.60	.....do	.....do	Do.
18331	James F. Onellette ..	.....do	126.52	.....do	.....do	Do.
18331	James E. Stephens ..	.....do	613.23	.....do	.....do	Do.
18331	Fred'k P. Tepoorten.	.....do	75.93	.....do	.....do	Do.
18331	William H. Trombley	.....do	491.86	.....do	.....do	Do.
18331	Charles T. White....	.....do	276.51	.....do	.....do	Do.
18331	William Marcoux....	Dec. 24, 1894	52.19	Dec. 27, 1894	Mar. 24, 1895	Do.
18331	John Kavanagh	.....do	100.18	.....do	.....do	Do.
	Total	.....	3,759.56			
	BOSTON, MASS.					
16744	Charles H. Almeder .	Jan. 28, 1895	290.81	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
16744	William H. A. Allen.	.....do	712.42	.....do	.....do	Do.
16744	Albert E. Andrews..	.....do	125.64	.....do	.....do	Do.
16744	John H. Bagster.....	.....do	579.39	.....do	.....do	Do.
16744	Edward J. Baker	.....do	492.00	.....do	.....do	Do.
16744	Edward K. Baker....	.....do	651.99	.....do	.....do	Do.
16744	Thomas E. Ballard ..	.....do	159.30	.....do	.....do	Do.
16744	Thomas H. Barry....	.....do	299.51	.....do	.....do	Do.
16744	Walter J. Bartlett...	.....do	743.99	.....do	.....do	Do.
16744	Edward W. Beal.....	.....do	646.23	.....do	.....do	Do.
16744	Alfred C. Belcher....	.....do	239.99	.....do	.....do	Do.
16744	James W. Bird	.....do	436.38	.....do	.....do	Do.
16744	Joseph M. Bishop ...	.....do	290.71	.....do	.....do	Do.
16744	Eugene F. Blossom ..	.....do	239.99	.....do	.....do	Do.
16744	Charles H. Brine	.....do	810.60	.....do	.....do	Do.
16744	Henry Brockbank ...	.....do	151.41	.....do	.....do	Do.
16744	Edward Brown	.....do	469.11	.....do	.....do	Do.
16744	James H. Burns	.....do	64.26	.....do	.....do	Do.
16744	Ernest J. Cambridge.	.....do	540.75	.....do	.....do	Do.
16744	Michael F. Carr.....	.....do	810.60	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BOSTON, MASS.—cont'd.					
16744	Calvin S. Carter	Jan. 28, 1895.	$4.80	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
16744	Gilbert F. Cass	.....do	264.71	.....do	.....do	Do.
16744	William S. Chambers.	.....do	706.92	.....do	.....do	Do.
16744	Charles E. Chapman.	.....do	151.41	.....do	.....do	Do.
16744	George T. Clark.....	.....do	297.41	.....do	.....do	Do.
16744	Thomas F. Cleary ...	.....do	429.28	.....do	.....do	Do.
16744	Dennis F. Collins....	.....do	523.50	.....do	.... do	Do.
16744	Martin Comerford ...	.....do	291.51	.....do	.....do	Do.
16744	George T. Connor ...	.....do	264.71	.....do	.....do	Do.
16744	John T. Coogan.....	.....do	143.17	.....do	.....do	Do.
16744	Edward F. Coolidge .	.....do	103.34	.....do	.....do	Do.
16744	Daniel J. Cosgrove ..	.....do	237.02	.....do	.....do	Do.
16744	William E. Delaney .	.....do	209.02	.....do	.....do	Do.
16744	Hugh W. Doherty ..	.....do	299.77	.....do	.....do	Do.
16744	Michael F. Dolahar ..	.....do	166.17	.....do	.....do	Do.
16744	Jeremiah J. Donoghue	.....do	284.94	.....do	.....do	Do.
16744	John J. Dowd.....	.....do	239.99	.....do	.....do	Do.
16744	Joseph D. Driscoll...	.....do	614.73	.....do	.....do	Do.
16744	Inglis M. Egan	.....do	522.21	.....do	.....do	Do.
16744	Thomas J. Evers.....	.....do	246.17	.....do	.....do	Do.
16744	Thomas A. Farren...	.....do	30.31	.....do	.....do	Do.
16744	John K. Freeman....	.....do	331.17	.....do	.....do	Do.
16744	James F. Flynn	.....do	747.08	.....do	.....do	Do.
16744	George A. Fuller	.....do	126.00	.....do	.....do	Do.
16744	John E. Furfey	.....do	138.71	.....do	.....do	Do.
16744	Michael J. Gallagher.	.....do	748.32	.....do	.....do	Do.
16744	Charles H. Gooding..	.....do	158.63	.....do	.....do	Do.
16744	George O. Gray	.....do	705.86	.....do	.....do	Do.
16744	Thomas W. Green ...	.....do	244.57	.....do	.....do	Do.
16744	Daniel J. Hagerty ...	.....do	261.97	.....do	.....do	Do.
16744	Daniel H. Hall.....	.....do	206.69	.....do	.....do	Do.
16744	Francis G. Haley.....	.....do	747.08	.....do	.....do	Do.
16744	Geo. E. Harrington..	.....do	245.48	.....do	.....do	Do.
16744	Geo. W. Harrington..	.....do	747.08	.....do	.....do	Do.
16744	George J. Hart	.....do	222.14	.....do	.....do	Do.
16744	Emmett L. Hart	.....do	533.43	.....do	.....do	Do.
16744	Emery C. Hathaway.	.....do	239.99	.....do	.....do	Do.
16744	George E. Hennan ...	.....do	658.52	.....do	.....do	Do.
16744	James T. Hennessy..	.....do	191.17	.....do	.....do	Do.
16744	William J. Hennessy.	.....do	588.47	.....do	.....do	Do.
16744	John R. Heywood	.....do	637.23	.....do	.....do	Do.
16744	Ella S. Hinckley, administratrix of George W. Hinckley, deceased.	.....do	120.17	.....do	.....do	Do.
16744	Frederick E. Horr...	.....do	358.11	.....do	.....do	Do.
16744	John J. Howard.....	.....do	34.23	.....do	.....do	Do.
16744	Harry G. Howe.....	.....do	665.72	.....do	.....do	Do.
16744	James F. Hunt	.....do	810.60	.....do	.....do	Do.
16744	Thomas J. Hurley...	.....do	471.43	.....do	.....do	Do.
16744	Alva C. Jacobs	.....do	465.21	.....do	.....do	Do.
16744	Ellis A. Jordan.....	.....do	810.60	.....do	.....do	Do.
16744	Dennis J. Kelly	.....do	296.26	.....do	.....do	Do.
16744	Daniel W. F. Kerr ..	.....do	151.40	.....do	.....do	Do.
16744	Charles Hall Adams, administrator of John F. Kiley, deceased.	.....do	23.71	.....do	.....do	Do.
16744	Daniel M. Kimball ..	.....do	404.44	.....do	.....do	Do.
16744	Eliza A. Kyte, executrix of William I. Kyte, deceased.	.....do	164.46	.....do	.....do	Do.
16744	Willis G. Lakin	.....do	747.08	.....do	.....do	Do.
16744	Dennis Lally	.....do	563.75	.....do	.....do	Do.
16744	William H. Lamprey.	.....do	348.83	.....do	.....do	Do.
16744	William H. Langdon.	.....do	161.37	.....do	.....do	Do.
16744	Charles Hall Adams, administrator of Howard A. Lanpher, deceased.	.....do	698.68	.....do	.....do	Do.
16744	James P. Lawless ...	.....do	206.69	.....do	.....do	Do.
16744	John J. Leahy	.....do	184.38	.....do	.....do	Do.
16744	Nicholas Leonard	.....do	479.98	.... do	.....do	Do.
16744	George W. Little	.....do	440.15	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BOSTON, MASS.—cont'd.					
16744	Horatio G. Littlefield.	Jan. 28, 1895.	$744.00	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
16744	Edward F. Leahy ...	.....do	627.88	.....do	.....do	Do.
16744	Frank J. Lewis.....	.....do	101.18	.....do	.....do	Do
16744	Charles W. Lovrien .	.....do	413.46	.....do	.....do	Do,
16744	Alfred F. Macdonald .	.....do	202.91	.....do	.....do	Do.
16744	John C. Marchant ...	.....do	264.71	.....do	.....do	Do.
16744	Chas. A. McCarthy..	.....do	670.97	.....do	.....do	Do.
16744	John McCarthy	.....do	226.60	.....do	.....do	Do.
16744	Michael L. McCarthy.	.....do	126.43	.....do	.....do	Do.
16744	Andrew F. McDonald	.....do	139.30	.....do	.....do	Do.
16744	James T. McGlone ..	.....do	205.65	.....do	.....do	Do.
16744	John S. McGowan...	.....do	800.31	.....do	.....do	Do.
16744	William S. McGue...	.....do	226.60	.....do	.....do	Do.
16744	John A. McKie.....	.....do	226.60	.....do	.....do	Do.
16744	Alfred McKinley	.....do	185.95	.....do	.....do	Do.
16744	Thomas J. McMahon.	.....do	304.25	.....do	.....do	Do.
16744	Dennis Meehan	.....do	386.94	.....do	.....do	Do.
16744	Fred'k J. Metzger ..	.....do	20.94	.....do	.....do	Do.
16744	John T. Milloy.....	.....do	55.88	.....do	.....do	Do.
16744	James H. Monahan ..	.....do	103.01	.....do	.....do	Do.
16744	Anthony J. Moran ..	.....do	304.25	.....do	.....do	Do.
16744	Everett Morey	.....do	74.07	.....do	.....do	Do.
16744	Jeremiah J. Murphy.	.....do	96.35	.....do	.....do	Do.
16744	Frank A. Nichols....	.....do	558.23	.....do	.....do	Do.
16744	Clarence F. Noyes ...	.....do	188.22	.....do	.....do	Do.
16744	Daniel H. Noyes.....	.....do	56.08	.....do	.....do	Do.
16744	Martin E. O'Conner .	.....do	379.04	.....do	.....do	Do.
16744	John A. O'Connor ...	.....do	84.57	.....do	.....do	Do.
16744	James T. O'Keefe....	.....do	206.82	.....do	.....do	Do.
16744	William H. Parker ..	.....do	747.08	.....do	.....do	Do.
16744	Edmund W. Parkman.	.....do	496.12	.....do	.....do	Do.
16744	Frank D. Perkins ...	.....do	90.96	.....do	.....do	Do.
16744	Stephen L. Price	.....do	100.89	.....do	.....do	Do.
16744	Frank C. Richardson.	.....do	258.87	.....do	.....do	Do.
16744	Edward M. Scanlon .	.....do	333.93	.....do	.....do	Do.
16744	Nicholas A. Scollard.	.....do	469.11	.....do	.....do	Do.
16744	Edw'd Shaughnessy .	.....do	517.58	.....do	.....do	Do.
16744	James J. Shea	.....do	263.66	.....do	.....do	Do.
16744	James F. Sheeran ...	.....do	691.39	.....do	.....do	Do.
16744	Austin C. Sheerin ...	.....do	226.60	.....do	.....do	Do.
16744	William E. Sherman.	.....do	226.60	.....do	.....do	Do.
16744	James E. Smith	.....do	264.71	.....do	.....do	Do.
16744	Benjamin Sowden ...	.....do	417.19	.....do	.....do	Do.
16744	James C. Spencer....	.....do	184.03	.....do	.....do	Do.
16744	Frank R. Stewart ...	.....do	133.90	.....do	.....do	Do.
16744	James F. Twombly..	.....do	223.51	.....do	.....do	Do.
16744	Willard J. Walton...	.....do	741.39	.....do	.....do	Do.
16744	Charles Hall Adams, admr. of John F. Wells, deceased.	.....do	296.29	.....do	.....do	Do.
16744	Charles H. Wells	.....do	425.74	.....do	.....do	Do.
16744	Charles Hall, administrator of Thos. J. Williams, deceased.	.....do	517.88	.....do	.....do	Do.
16744	Alexander B. Wilson.	.....do	195.28	.....do	.....do	Do.
16744	Phineas S. Wood	.....do	239.99	.....do	.....do	Do.
16744	Anna J. Woodward, administratrix of William T. Woodward, deceased.	.....do	213.90	.....do	.....do	Do.
16744	Charles H. Adams, administrator of Frank J. A. Young.	.....do	73.78	.....do	.....do	Do.
18643	S. Herbert Appleton.	.....do	670.87	.....do	.....do	Do.
18643	S. Willard Babcock..	.....do	697.65	.....do	.....do	Do.
18643	Joseph S. Bailey.....	.....do	30.93	.....do	.....do	Do.
18643	Edwin S. Barrett....	.....do	761.16	.....do	.....do	Do.
18643	William L. Barrett..	.....do	500.25	.....do	.....do	Do.
18643	Daniel F. Barry.....	.....do	154.25	.....do	.....do	Do.
18643	James W. Bartholomew.	.....do	697.65	.....do	.....do	Do.
18643	Clifton W. A. Bartlett	.....do	411.16	.....do	.....do	Do.
18643	Horace M. Bartlett...	.....do	670.87	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim
	BOSTON, MASS.—cont'd.					
18643	Jonathan B. L. Bartlett.	Jan. 28, 1895	$625.54	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
18643	Samuel Otis Bartlett.	.....do	226.94	.....do	.....do	Do.
18643	Fred W. Blanchard..	.....do	519.47	.....do	.....do	Do.
18643	William H. Blick....	.....do	56.08	.....do	.....do	Do.
18643	William A. Bowers ..	.....do	735.55	.....do	.....do	Do.
18643	Michael F. Brennan..	.....do	697.65	.....do	.....do	Do.
18643	Horace E. Bridden...	.....do	233.12	.....do	.....do	Do.
18643	Isaac Brockbank.....	.....do	501.95	.....do	.....do	Do.
18643	Peter J. Brown.....	.....do	226.94	.....do	.....do	Do.
18643	William H. Brown, jr.	.....do	151.80	.....do	.....do	Do.
18643	Robert C. Browning..	.....do	260.64	.....do	.....do	Do
18643	Alvin A. Bullin.....	.....do	592.59	.....do	.....do	Do.
18643	William H. Burnett..	.....do	244.09	.....do	.....do	Do.
18643	Henry E. Burton	.....do	592.59	.....do	.....do	Do.
18643	George Butcher.....	.....do	697.65	.....do	.....do	Do.
18643	Ashton E. Butterfield	.....do	135.64	.....do	.....do	Do.
18643	Timothy F. Callahan.	.....do	116.39	.....do	.....do	Do.
18643	John M. Campbell ...	.....do	539.10	.....do	.....do	Do.
18643	Simeon E. Campbell..	.....do	259.56	.....do	.....do	Do.
18643	Asa M. Capen.....	.....do	814.04	.....do	.....do	Do.
18643	John D. Carey	.....do	388.74	.....do	.....do	Do.
18643	William A. Carter ...	.....do	447.36	.....do	.....do	Do.
18643	Calvin S. Carter.....	.....do	228.66	.....do	.....do	Do.
18643	Joseph J. Cavanagh .	....do	151.68	.....do	.....do	Do.
18643	A. Otis Chamberlin ..	.....do	594.65	.....do	.....do	Do.
18643	Charles G. Clark.....	.....do	697.65	.....do	.....do	Do.
18643	Theodore P. B. Clarke	.....do	178.19	.....do	.....do	Do.
18643	James A. Clasby.....	.....do	697.65	.....do	.....do	Do.
18643	Benjamin R. Cleary..	.....do	573.49	.....do	.....do	Do.
18643	William A. Cleveland	.....do	592.59	.....do	.....do	Do.
18643	Daniel W. Coffill.....	.....do	814.04	.....do	.....do	Do.
18643	John Coleman	.....do	226.94	.....do	.....do	Do.
18643	Charles F. Collins....	.....do	515.01	.....do	.....do	Do.
18643	John Conboy	.....do	441.08	.....do	.....do	Do.
18643	Joseph P. Conboy....	.....do	533.26	.....do	.....do	Do.
18643	Charles F. Coombs...	.....do	67.03	.....do	.....do	Do.
18643	William J. Coveny...	.....do	196.56	.....do	.....do	Do.
18643	William H. Cowdin..	.....do	596.71	.....do	.....do	Do.
18643	John J. Craig.....	.....do	109.92	.....do	.....do	Do.
18643	George H. Crockett .	.....do	226.94	.....do	.....do	Do.
18643	George Crosby.....	.....do	263.33	.....do	.....do	Do.
18643	Dennis Crowley	.....do	348.60	.....do	.....do	Do.
18643	James A. Crudden...	.... do	662.59	.....do	.....do	Do.
18643	William H. Crudden.	.....do	372.83	.....do	.....do	Do.
18643	Peter A. Cunningham	.....do	177.51	.....do	.... do	Do.
18643	Charles H. Cutler....	.....do	592.59	.....do	.....do	Do.
18643	George H. Cutler....	.....do	178.19	.....do	.....do	Do.
18643	Walter Cutler	.....do	594.65	.....do	.....do	Do.
18643	Charles E. Cutter....	.....do	528.74	.....do	.....do	Do.
18643	James B. Daly.....	.....do	528.74	.....do	.....do	Do.
18643	George H. Davis	.....do	144.88	.....do	.....do	Do.
18643	John E. Day.....	.....do	241.02	.....do	.....do	Do.
18643	John F. Dee.....	.....do	503.32	.....do	.....do	Do.
18643	William J. Dee.....	.....do	226.94	.....do	.....do	Do.
18643	Theodore C. Dennis .	.....do	226.94	.....do	.....do	Do.
18643	Nathaniel J. Deer ...	.....do	237.02	.....do	.....do	Do.
18643	Thomas F. Dillon....	.....do	230.67	.....do	.....do	Do.
18643	William H. Dillon....	.....do	669.50	.....do	.....do	Do.
18643	Arthur A. Dodge	.....do	814.04	.....do	.....do	Do.
18643	Michael Dolan, jr	.....do	599.62	.....do	.....do	Do.
18643	John D. Donovan	.....do	329.46	.....do	.....do	Do.
18643	Andrew J. Dooley....	.....do	273.31	.....do	.....do	Do.
18643	Thomas E. Dorgan...	.....do	111.15	.....do	.....do	Do.
18643	Bartholomew J. Doyle.	.....do	108.28	.....do	.....do	Do.
18643	Charles F. Duffy	.....do	226.94	.....do	.....do	Do.
18643	Frank A. Duffy	.....do	662.97	.....do	.....do	Do.
18643	Michael Duffy	.....do	648.92	.....do	.....do	Do.
18643	Thomas N. Dunican .	.....do	596.71	.....do	.....do	Do.
18643	Michael Dunlavey ...	.....do	532.40	.....do	.....do	Do.
18643	Frank J. Dunn.....	.....do	368.60	.....do	.....do	Do.
18643	John F. Dunton.....	.....do	443.96	.....do	.....do	Do.
18643	Joseph F. Eichorn ...	.....do	226.94	.....do	.....do	Do
18643	Charles Everbeck....	.....do	226.94	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BOSTON, MASS.—cont'd.					
18643	Dennis J. Fahey	Jan. 28, 1895	$280.82	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
18643	Ambrose S. Fallon	do	759.45	do	do	Do.
18643	Michael J. Falvey	do	56.08	do	do	Do.
18643	James G. Farrell	do	226.94	do	do	Do.
18643	Frank I. Fellows	do	660.99	do	do	Do.
18643	Florestan Fish	do	556.89	do	do	Do.
18643	Isaac S. Fish	do	697.65	do	do	Do.
18643	Richard Fitzgerald	do	360.15	do	do	Do.
18643	Michael J. Flaherty	do	25.16	do	do	Do.
18643	John R. Fleming	do	268.64	do	do	Do.
18643	John H. Flint	do	105.09	do	do	Do.
18643	Francis X. Flusk	do	596.71	do	do	Do.
18643	James H. Forman	do	111.31	do	do	Do.
18643	Charles H. Fox	do	505.53	do	do	Do.
18643	George A. French	do	226.94	do	do	Do.
18643	Michael J. Gallagher	do	649.13	do	do	Do.
18643	William Gay	do	592.60	do	do	Do.
18643	William George	do	759.45	do	do	Do.
18643	Charles E. Gerrold	do	814.04	do	do	Do.
18643	Joseph L. Gilman	do	761.16	do	do	Do.
18643	George Goode	do	697.65	do	do	Do.
18643	George W. Goodell	do	226.94	do	do	Do.
18643	Frank S. Goodwin	do	226.94	do	do	Do.
18643	William H. Gould	do	319.98	do	do	Do.
18643	Henry G. Grainger	do	583.95	do	do	Do.
18643	George A. Gray	do	697.65	do	do	Do.
18643	Henry C. Hackett	do	621.43	do	do	Do.
18643	Timothy F. Hagerty	do	226.94	do	do	Do.
18643	Charles H. Haines	do	226.94	do	do	Do.
18643	Walter D. Hand	do	97.30	do	do	Do.
18643	Herbert N. Hanson	do	138.36	do	do	Do.
18643	Lyman P. Harding	do	753.95	do	do	Do.
18643	John F. Hasson	do	718.43	do	do	Do.
18643	Joseph B. Hatch	do	226.94	do	do	Do.
18643	William B. Hayford	do	136.30	do	do	Do.
18643	Thos. C. Henderson	do	226.94	do	do	Do.
18643	Francis X. Hennessey.	do	642.16	do	do	Do.
18643	Henry H. Hersey	do	615.72	do	do	Do.
18643	P. William Hickey	do	370.80	do	do	Do.
18643	William W. Higgins	do	34.44	do	do	Do.
18643	William R. Hogan	do	226.94	do	do	Do.
18643	James H. Holland	do	436.66	do	do	Do.
18643	Timothy Horgan	do	304.66	do	do	Do.
18643	John C. Horne	do	592.59	do	do	Do.
18643	Ivon P. Horton	do	194.45	do	do	Do.
18643	Edward J. Houghton	do	226.94	do	do	Do.
18643	William Hunt	do	411.14	do	do	Do.
18643	John H. Hurley	do	290.59	do	do	Do.
18643	Peter J. Hutchinson	do	201.19	do	do	Do.
18643	Moses W. S. Jackson	do	226.94	do	do	Do.
18643	Joseph W. Jenkins	do	226.94	do	do	Do.
18643	Edwin R. Jenness	do	697.65	do	do	Do.
18643	Orlando H. Johnson	do	360.15	do	do	Do.
18643	David J. Keefe	do	246.08	do	do	Do.
18643	Coleman J. Kelley	do	469.11	do	do	Do.
18643	James H. Kelley	do	615.71	do	do	Do.
18643	Ezra B. Kenah	do	501.95	do	do	Do.
18643	William T. Kendall	do	234.15	do	do	Do.
18643	John F. Kilfoyle	do	93.69	do	do	Do.
18643	John J. King	do	670.87	do	do	Do.
18643	William T. King	do	360.15	do	do	Do.
18643	Edward D. Kirley	do	539.16	do	do	Do.
18643	Patrick H. Lane	do	772.99	do	do	Do.
18643	John C. Langdon	do	501.71	do	do	Do.
18643	William H. Lavey	do	697.65	do	do	Do.
18643	Thomas H. Leavey	do	622.80	do	do	Do.
18643	Frank N. Lewis	do	761.16	do	do	Do.
18643	Charles E. Linton	do	237.02	do	do	Do.
18643	James A. Littlefield	do	226.94	do	do	Do.
18643	Charles H. Locke	do	139.73	do	do	Do.
18643	Frank E. Loomis	do	178.19	do	do	Do.
18643	John J. Loring	do	226.94	do	do	Do.
18643	George F. Low	do	226.94	do	do	Do.
18643	John S. Lucas, jr	do	705.20	do	do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BOSTON, MASS.—cont'd.					
18643	Thomas H. Lyons ...	Jan. 28, 1895	$52.59	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
18643	Christopher P. McBriarty.	.....do	56.08	.....do	.....do	Do.
18643	Joseph E. McBride ..	.....do	125.62	.....do	.....do	Do.
18643	Dennis F. McCarthy.	.....do	112.61	.....do	.....do	Do.
18643	Fred. S. McCarthy ...	.....do	383.33	.....do	.....do	Do.
18643	James J. McCarthy..	.....do	213.73	.....do	.....do	Do.
18643	John F. McCarthy...	.....do	71.37	.....do	.....do	Do.
18643	William H. McClare.	.....do	697.65	.....do	.....do	Do.
18643	Abner J. McCulloch.	.....do	231.10	.....do	.....do	Do.
18643	Andrew C. McDonald	.....do	226.94	.....do	.....do	Do.
18643	John H. McEleney...	.....do	672.04	.....do	.....do	Do.
18643	Hugh McEwen, jr...	.....do	612.62	.....do	.....do	Do.
18643	John W. McGaregill.	.....do	360.15	.....do	.....do	Do.
18643	Wm. H. McGeorge...	.....do	189.08	.....do	.....do	Do.
18643	Daniel E. McGillicuddy.	.....do	224.22	.....do	.....do	Do.
18643	John B. McGovern...	.....do	596.71	.....do	.....do	Do.
18643	Thomas F. McGrady.	.....do	10.52	.....do	.....do	Do.
18643	Edward J. McHugh.	.....do	56.08	.....do	.....do	Do.
18643	Daniel J. McMahon..	.....do	237.02	.....do	.....do	Do.
18643	Joseph A. McVey....	.....do	697.65	.....do	.....do	Do.
18643	Cornelius Mahoney..	.....do	143.77	.....do	.....do	Do.
18643	George F. Marden...	.....do	226.94	.....do	.....do	Do.
18643	George H. Marden...	.....do	501.95	.....do	.....do	Do.
18643	William T. Maybury.	.....do	234.15	.....do	.....do	Do.
18643	Edmond B. Meehan..	.....do	360.15	.....do	.....do	Do.
18643	Frank L. Mitchell...	.....do	80.32	.....do	.....do	Do.
18643	James L. Mitchell...	.....do	226.94	.....do	.....do	Do.
18643	Thomas L. Mitchell..	.....do	226.94	.....do	.....do	Do.
18643	James M. Monks	.....do	99.77	.....do	.....do	Do.
18643	Mary J. Moore, admx. of Lewis J. Moore.	.....do	578.52	.....do	.....do	Do.
18643	Edward Morrissey..	.....do	596.71	.....do	.....do	Do.
18643	Charles R. Mulhern..	.....do	559.66	.....do	.....do	Do.
18643	John F. Mulhern....	.....do	191.36	.....do	.....do	Do.
18643	Patrick J. Mulry....	.....do	596.71	.....do	.....do	Do.
18643	James E. Murley	.....do	453.24	.....do	.....do	Do.
18643	David Nagle.....	.....do	290.59	.....do	.....do	Do.
18643	Robert J. Neale.....	.....do	432.99	.....do	.....do	Do.
18643	James C. Nelson	.....do	116.92	.....do	.....do	Do.
18643	Joseph W. Nelson...	.....do	267.36	.....do	.....do	Do.
18643	John Nolan.....	.....do	658.12	.....do	.....do	Do.
18643	Michael Nolan.....	.....do	210.91	.....do	.....do	Do.
18643	Charles H. Norton...	.....do	106.43	.....do	.....do	Do.
18643	John H. Norton.....	.....do	718.43	.....do	.....do	Do.
18643	John S. Norton	.....do	697.65	.....do	.....do	Do.
18643	Benjamin F. Nourse.	.....do	226.94	.....do	.....do	Do.
18643	Charles J. O'Brien...	.....do	382.01	.....do	.....do	Do.
18643	James W. O'Brien...	.....do	561.87	.....do	.....do	Do.
18643	William H. O'Brien..	.....do	191.36	.....do	.....do	Do.
18643	William J. O'Brien..	.....do	257.46	.....do	.....do	Do.
18643	Jeremiah T. O'Leary.	.....do	683.92	.....do	.....do	Do.
18643	Jeremiah J. O'Neil ..	.....do	137.17	.....do	.....do	Do.
18643	John E. O'Roark	.....do	23.71	.....do	.....do	Do.
18643	William J. O'Reilly .	.....do	27.62	.....do	.... do	Do.
18643	John Owen	.....do	226.94	.....do	.....do	Do.
18643	Charles H. Packer...	.....do	212.19	.....do	.....do	Do.
18643	Charles H. Paine	.....do	511.23	.....do	.....do	Do.
18643	Parron C. Paine	.....do	233.46	.....do	.....do	Do.
18643	Albert C. Parker	.....do	360.15	.....do	.....do	Do.
18643	Nathan C. Paul.....	.....do	685.29	.....do	.....do	Do.
18643	James H. Peabody ..	.....do	333.37	.....do	.....do	Do.
18643	Alonzo A. Peasley...	.....do	226.94	.....do	.....do	Do.
18643	John H. Peters	.....do	523.06	.....do	.....do	Do.
18643	Michael J. Peters....	.....do	674.65	.....do	.....do	Do.
18643	John H. Petersen....	.....do	195.69	.....do	.....do	Do.
18643	Timothy G. Pitman .	.....do	226.94	.....do	.....do	Do.
18643	Charles A. Plummer.	.....do	178.19	.....do	.....do	Do.
18643	Ebenezer K. Pratt...	.....do	226.94	.....do	.....do	Do.
18643	Theodore Prentice...	.....do	592.59	.....do	.....do	Do.
18643	Frederick R. Pride ..	.....do	56.08	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BOSTON, MASS.—cont'd.					
18643	George A. Pushee...	Jan. 28, 1895	$697.65	Jan. 30, 1895	Apr. 28, 1895	Extra pay as letter carrier at Boston, Mass., under act of May 24, 1888.
18643	John P. Quigley.....	.....do	175.52	.....do	.....do	Do.
18643	John E. Quinn.....	.....do	34.44	.....do	.....do	Do.
18643	Timothy Quinn.....	.....do	683.92	.....do	.....do	Do.
18643	Charles F. Raymond.	.....do	548.65	.....do	.....do	Do.
18643	Daniel J. Reardon...	.....do	50.55	.....do	.....do	Do.
18643	William T. Reed	.....do	42.48	.....do	.....do	Do.
18643	Charles J. Rhoades..	.....do	697.65	.....do	.....do	Do.
18643	Herbert S. Rich.....	.....do	323.41	.....do	.....do	Do.
18643	Frank M. Richardson	.....do	683.92	.....do	.....do	Do.
18643	Lewis H. Richardson	.....do	567.17	.....do	.....do	Do.
18643	John F. Riley	.....do	226.94	.....do	.....do	Do.
18643	Alpheus A. Robinson	.....do	697.65	.....do	.....do	Do.
18643	Charles E. Robinson.	.....do	585.03	.....do	.....do	Do.
18643	John F. Roche, jr ...	.....do	216.75	.....do	.....do	Do.
18643	Noah E. Rollins	.....do	465.21	.....do	.....do	Do.
18643	John M. Rourke.....	.....do	237.02	.....do	.....do	Do.
18643	Daniel J. Rull	.....do	514.32	.....do	.....do	Do.
18643	George M. Saunders.	.....do	277.87	.....do	.....do	Do.
18643	Everett S. Savory ...	.....do	592.59	.....do	.....do	Do.
18643	William T. Scanlan..	.....do	134.79	.....do	.....do	Do.
18643	Andrew B. Shattuck.	.....do	226.94	.....do	.....do	Do.
18643	Charles P. Shattuck.	.....do	115.47	.....do	.....do	Do.
18643	Charles H. Shaw	.....do	226.94	.....do	.....do	Do.
18643	Elmer E. Shepard....	.....do	686.66	.....do	.....do	Do.
18643	Oliver D. Sherwood .	.....do	226.94	.....do	.....do	Do.
18643	Frank H. Silkes	.....do	533.26	.....do	.....do	Do.
18643	Nathan B. Silver.....	.....do	520.76	.....do	.....do	Do.
18643	Joseph J. Smith.....	.....do	697.65	.....do	.....do	Do.
18643	George M. Stiles.....	.....do	697.65	.....do	.....do	Do.
18643	David J. Sullivan....	.....do	265.66	.....do	.....do	Do.
18643	John J. Sullivan.....	.....do	204.30	.....do	.....do	Do.
18643	Patrick J. Sullivan..	.....do	515.01	.....do	..... do	Do.
18643	Albert L. Sutton	.....do	432.58	.....do	.....do	Do.
18643	Patrick J. Sweeney..	.....do	109.92	.....do	.....do	Do.
18643	Fred. R. Sweeny.....	.....do	814.04	.....do	.....do	Do.
18643	Henry F. Swett.....	.....do	360.15	.....do	.....do	Do.
18643	George B. Synette ...	.....do	56.08	.....do	.....do	Do
18643	Arthur I. Tavener...	.....do	625.54	.....do	.....do	Do.
18643	Robert J. Taylor, administrator Chas. J. Taylor.	.....do	473.73	.....do	.....do	Do.
18643	Frank Thorp	.....do	226.94	.....do	.....do	Do.
18643	Thomas E. Tobin....	.....do	247.98	.....do	.....do	Do.
18643	Charles C. Topham..	.....do	121.54	.....do	.....do	Do.
18643	William H. Topham.	.....do	64.09	.....do	.....do	Do.
18643	Otis K. Tribble.....	.....do	226.94	.....do	.....do	Do.
18643	Francis P. Trumbull.	.....do	220.65	.....do	.....do	Do.
18643	Warren H. Tucker...	.....do	157.93	.....do	.....do	Do.
18643	Charles H. Webster..	.....do	385.56	.....do	.....do	Do.
18643	James E. Weeks.....	.....do	501.95	.....do	.....do	Do.
18643	John J. Welch	.....do	562.72	.....do	.....do	Do.
18643	Walter F. Welch	.....do	226.94	.....do	.....do	Do.
18643	Charles H. Wells	.....do	425.74	.....do	.....do	Do.
18643	Charles F. West	.....do	481.35	.....do	.....do	Do.
18643	Mathew B. Westgate.	.....do	447.36	.....do	.....do	Do.
18643	Walter Whelan.....	.....do	226.94	.....do	.....do	Do.
18643	Charles L. White	.....do	209.16	.....do	.....do	Do.
18643	David L. White.....	.....do	326.51	.....do	.....do	Do.
18643	William White	.....do	455.26	.....do	.....do	Do.
18643	Eugene Whittemore.	.....do	697.65	.....do	.....do	Do.
18643	Albert H. Williams..	.....do	61.46	.....do	.....do	Do.
18643	Andrew B. Williams.	.....do	226.94	.....do	.....do	Do.
18643	John H. Williams....	.....do	233.46	.....do	.....do	Do.
18643	Frank D. Woodbury.	.....do	528.74	.....do	.....do	Do.
18643	George M. Wolff.....	.....do	233.46	.....do	.....do	Do.
18643	J. Sturgis Wright....	.....do	814.04	.....do	.....do	Do.
18643	Thomas H. Young...	.....do	258.22	.....do	.....do	Do.
	Total	.....	159,604.38			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BROOKLYN, N. Y.					
17674	John F. Barr.....	May 21, 1894	$76.90	Dec. 5, 1894	Aug. 19, 1894	Extra pay as letter carrier at Brooklyn, N. Y., under act of May 24, 1888.
17674	Napoleon J. Plumb ..	Apr. 30, 1894	32.96	.....do	July 29, 1894	Do.
17674	Jessie M. Wills, admx. of Chas. Wills, deceased.	Dec. 10, 1894	241.94	Dec. 18, 1894	Mar. 8, 1895	Do.
17674	Minnie Flemming, admx. of Frederick L. Flemming, deceased.	.....do	54.04	.....do	.....do	Do.
17674	Adeline A. Waterhouse, admx. of James M. Waterhouse, deceased.	Dec. 24, 1894	256.12	Jan. 2, 1895	Mar. 22, 1895	Do.
	Total	.....	661.96			
	BUFFALO, N. Y.					
17738	Jason D. Ames	Jan. 21, 1895	$70.36	Jan. 26, 1895	Apr. 21, 1895	Extra pay as letter carrier at Buffalo, N. Y., under act of May 24, 1888.
17738	Charles G. Astfalk ..	.....do	20.62	.....do	.....do	Do.
17738	Louis F. Balthasar..	.....do	199.10	.....do	.....do	Do.
17738	Dewey E. Barker	.....do	536.94	.....do	.....do	Do.
17738	Augusta A. Strasser, administratrix of Henry H. Batz, deceased.	.....do	282.00	.....do	.....do	Do.
17738	George J. Becker	.....do	578.17	.....do	.....do	Do.
17738	Samuel J. Bemish....	.....do	578.17	.....do	.....do	Do.
17738	Henry Bingeman	.....do	260.25	.....do	.....do	Do.
17738	Peter J. Bloom.....	.....do	124.21	.....do	.....do	Do.
17738	Patrick Boyle	.....do	578.17	.....do	.....do	Do.
17738	Bridget T. Brandon, administratrix of James T. Brandon, deceased.	.....do	476.89	.....do	.....do	Do.
17738	Cyrenus M. Brown..	.....do	237.24	.....do	.....do	Do.
17738	Jesse R. Brown	.....do	206.37	.....do	.....do	Do.
17738	John Brueck	.....do	578.17	.....do	.....do	Do.
17738	Emrie L. Buell.....	.....do	88.46	.....do	.....do	Do.
17738	Clarence E. Bush	.....do	194.94	.....do	.....do	Do.
17738	Thomas H. Cochrane	.....do	447.97	.....do	.....do	Do.
17738	Clayton J. Cole	.....do	196.42	.... do	.....do	Do.
17738	John F. Collins	.....do	177.16	.....do	.....do	Do.
17738	Hugh A. Connolly ..	.....do	199.10	.....do	.....do	Do.
17738	Edward Coonley.....	.....do	578.17	.....do	.....do	Do.
17738	John H. Corcoran ...	.....do	458.24	.....do	.....do	Do.
17738	John H. Costello	.....do	305.66	.....do	.....do	Do.
17738	John Cotter	.....do	410.47	.....do	.....do	Do.
17738	Robert J. Coveny....	.....do	148.93	.....do	.....do	Do.
17738	William H. Crayton .	.....do	335.20	.....do	.....do	Do.
17738	Geo. H. Crittenden...	.....do	395.81	.....do	.....do	Do.
17738	Harry Cummer	.....do	408.90	.....do	.....do	Do.
17738	John F. W. Dirksen.	.....do	578.17	.....do	.....do	Do.
17738	Robert W. Donaldson	.....do	327.08	.....do	.....do	Do.
17738	Thomas J. Donovan .	.....do	578.17	.....do	.....do	Do.
17738	James F. Doyle.....	.....do	436.61	.....do	.....do	Do.
17738	Henry F. Dorst.....	.....do	138.68	.....do	.....do	Do.
17738	Louis Everding.....	.....do	742.50	.....do	.....do	Do.
17738	John M. Fogarty	.....do	578.17	.....do	.....do	Do.
17738	Conrad Funk	.....do	578.17	.....do	.....do	Do.
17738	Samuel Galley, jr....	.....do	366.69	.....do	.....do	Do.
17738	Charles F. Gehring..	.....do	578.17	.....do	.....do	Do.
17738	Rudolph Gerecke	.....do	578.17	.....do	.....do	Do.
17738	Willis F. Glaser	.....do	222.96	.....do	.... do	Do.
17738	John A. Glenwinkle.	.....do	415.65	.....do	.....do	Do.
17738	William L. Graser...	.....do	578.17	.....do	.....do	Do.
17738	Frank J. Groff.....	.....do	320.68	.....do	.....do	Do.
17738	Robert D. Harris	.....do	578.17	.....do	.....do	Do.
17738	William Harrison ...	.....do	356.94	.....do	.....do	Do.
17738	John F. H. Hazel	.....do	467.95	.....do	.....do	Do.
17738	William F. Heiss....	.....do	578.17	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	BUFFALO, N. Y.—cont'd.					
17738	John L. Hornberger	Jan. 21, 1895	$465.58	Jan. 26, 1895	Apr. 21, 1895	Extra pay as letter carrier at Buffalo, N. Y., under act of May 24, 1888.
17738	Henry J. Hudson	do	578.17	do	do	Do.
17738	William L. Jones	do	451.14	do	do	Do.
17738	Guy P. Jones	do	314.84	do	do	Do.
17738	Fred H. Junkin	do	193.90	do	do	Do.
17738	Frank Kelly	do	407.66	do	do	Do
17738	Robert H. Kemp	do	240.33	do	do	Do.
17738	Godfrey Kenner	do	515.00	do	do	Do.
17738	Charles Knauss	do	314.18	do	do	Do.
17738	Peter J. Knickenberg	do	542.14	do	do	Do.
17738	James A. Lanigan	do	534.97	do	do	Do.
17738	Charles E Lavin	do	578.17	do	do	Do.
17738	John J. Lee	do	560.80	do	do	Do.
17738	Josie Lerch, admx. of Lewis Lerch, jr., deceased.	do	448.33	do	do	Do.
17738	Albert C. Lux	do	474.38	do	do	Do.
17738	Daniel J. Mahoney	do	233.88	do	do	Do.
17738	James T. Mahoney	do	74.95	do	do	Do.
17738	Albert P. Mason	do	439.80	do	do	Do.
17738	Samuel Masters, jr	do	240.33	do	do	Do.
17738	Frank N. McKay	do	476.97	do	do	Do.
17738	Wm. H. McKinley	do	441.95	do	do	Do.
17738	Michael G. McLaughlin.	do	119.14	do	do	Do.
17738	John S. McShane	do	417.78	do	do	Do.
17738	John J. Melling	do	332.20	do	do	Do.
17738	Peter Mesner	do	578.17	do	do	Do.
17738	Fred. P. W. Miller	do	240.34	do	do	Do.
17738	Joseph M. Mingen	do	560.80	do	do	Do.
17738	Felix Moore, jr	do	578.17	do	do	Do.
17738	George Morgan, jr	do	512.25	do	do	Do.
17738	John Morrison	do	578.17	do	do	Do.
17738	James R. Navagh	do	433.54	do	do	Do.
17738	Wm. H. Northrop	do	578.17	do	do	Do.
17738	John O'Connor	do	262.45	do	do	Do.
17738	Lewis J. O'Connor	do	35.47	do	do	Do.
17738	Charles S. Orr	do	578.17	do	do	Do.
17738	Edward R. Pearson	do	274.26	do	do	Do.
17738	Herman Peters	do	572.48	do	do	Do.
17738	George F. Pfeiffer, jr.	do	133.22	do	do	Do.
17738	Leroy L. Pierce	do	625.69	do	do	Do.
17738	William H. Poillion	do	255.78	do	do	Do.
17738	Hugo Przykalla	do	118.62	do	do	Do.
17738	Henry M. Rausch	do	578.17	do	do	Do.
17738	George Redlein	do	578.17	do	do	Do.
17738	James J. Riley	do	425.38	do	do	Do.
17738	Patrick W. Riley	do	750.58	do	do	Do.
17738	Patrick A. Roche	do	500.16	do	do	Do.
17738	John Schaeffer	do	324.79	do	do	Do.
17738	Charles F. Schotlin	do	560.67	do	do	Do.
17738	Henry Schreiber	do	547.36	do	do	Do.
17738	John Shanahan	do	185.59	do	do	Do.
17738	Henry G. Smith	do	178.23	do	do	Do.
17738	Matthew M. Smyth	do	466.02	do	do	Do.
17738	Chas. J. Soudermann	do	278.65	do	do	Do.
17738	John J. Sullivan	do	458.52	do	do	Do.
17738	Mortimer Sullivan	do	317.13	do	do	Do.
17738	John L. Sweeney	do	560.80	do	do	Do.
17738	James H. Tobias	do	486.51	do	do	Do.
17738	Wm. E. Topping	do	441.01	do	do	Do.
17738	William D. Trost	do	84.41	do	do	Do.
17738	Robert A. C. Utech	do	577.57	do	do	Do.
17738	Joseph Viertel	do	578.17	do	do	Do.
17738	Charles M. Warriner.	do	102.35	do	do	Do.
17738	Joseph J. Watts	do	194.17	do	do	Do.
17738	Henry J. Weber	do	132.71	do	do	Do.
17738	Henry J. Williams	do	332.35	do	do	Do.
17738	Louis F. Witkowski	do	537.08	do	do	Do.
17738	John A. Witzig, jr.	do	578.17	do	do	Do.
17738	Daniel E. Kinnane, execr. of Patrick J. Kinnane, dec'd.	do	183.56	Jan. 29, 1895	do	Do.
	Total		45,311.98			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	CHICAGO, ILL.					
17858	Rudolph R. Albrecht	Oct. 29, 1894	$198.79	Nov. 28, 1894	Jan. 27, 1895	Extra pay as letter carrier at Chicago, Ill., under act of May 24, 1888.
17858	Gustaf A. Anderson	.....do	40.60	.....do	.....do	Do.
17858	Patrick J. Barrett	.....do	282.05	.....do	.....do	Do.
17858	John Bell	.....do	250.63	.....do	.....do	Do.
17858	George R. Bent	.....do	250.63	.....do	.....do	Do.
17858	Charles Bock	.....do	210.00	.....do	.....do	Do.
17858	Jacob Born	.....do	148.59	.....do	.....do	Do.
17858	Thomas Buckley	.....do	236.21	.....do	.....do	Do.
17858	Milward F. Butler	.....do	806.83	.....do	.....do	Do.
17858	D. D. Cadwallader	.....do	635.85	.....do	.....do	Do.
17858	Wm. F. Campbell	.....do	282.05	.....do	.....do	Do.
17858	Charles W. Cole	.....do	150.00	.....do	.....do	Do.
17858	James M. Crawford	.....do	330.63	.....do	.....do	Do.
17858	Harold A. Dahl	.....do	250.63	.....do	.....do	Do.
17858	John W. Davis	.....do	250.63	.....do	.....do	Do.
17858	Margaret Dobler, admx. of John Dobler, deceased.	.....do	286.34	.....do	.....do	Do.
17858	George P. Eberlen	.....do	35.06	.....do	.....do	Do.
17858	Adolph Enk	.....do	466.08	.....do	.....do	Do.
17858	Thomas F. Ford	.....do	131.15	.....do	.....do	Do.
17858	Paul P. Golonski	.....do	214.77	.....do	.....do	Do.
17858	Anthony Gorecky	.....do	61.26	.....do	.....do	Do.
17858	John Grass	.....do	286.34	.....do	.....do	Do.
17858	John J. Healy	.....do	221.48	.....do	.....do	Do.
17858	Michael J. Kennedy	.....do	212.37	.....do	.....do	Do.
17858	Michael Kirby	.....do	164.42	.....do	.....do	Do.
17858	Stephen Lipetzky	.....do	112.51	.....do	.....do	Do.
17858	John P. McLaughlin	.....do	225.91	.....do	.....do	Do.
17858	James G. Mullins	.....do	236.21	.....do	.....do	Do.
17858	Andrew Nelson	.....do	236.21	.....do	.....do	Do.
17858	Arthur H. Noble	.....do	643.41	.....do	.....do	Do.
17858	Michael J. Nolan	.....do	105.40	.....do	.....do	Do,
17858	William C. Northrop	.....do	286.34	.....do	.....do	Do.
17858	William J. O'Connor	.....do	286.34	.....do	.....do	Do.
17858	Stephen Ondrak	.....do	73.47	.....do	.....do	Do.
17858	Michael J. Patt	.....do	236.21	.....do	.....do	Do.
17858	James Peterson	.....do	236.21	.....do	.....do	Do.
17858	Andrew Quaid	.....do	250.63	.....do	.....do	Do.
17858	William Quinlan	.....do	286.34	.....do	.....do	Do.
17858	Thomas J. Quinn	.....do	284.28	.....do	.....do	Do.
17858	Charles Rapp	.....do	286.34	.....do	.....do	Do.
17858	Bartholomew Russell	.....do	250.63	.....do	.....do	Do.
17858	Morris Sax	.....do	141.18	.....do	.....do	Do.
17858	Albert Schreiber	.....do	239.36	.....do	.....do	Do.
17858	John H. Siegmiller	.....do	114.67	.....do	.....do	Do.
17858	John J. Smith	.....do	95.09	.....do	.....do	Do.
17858	James Stott	.....do	214.58	.....do	.....do	Do.
17858	James Suchy	.....do	29.91	.....do	.....do	Do.
17858	Sigmund Sussland	.....do	150.00	.....do	.....do	Do.
17858	John Suter	.....do	130.94	.....do	.....do	Do.
17858	Henry True	.....do	131.15	.....do	.....do	Do.
17858	T. W. Wittler	.....do	131.15	.....do	.....do	Do.
17858	Annie G. Langan, admx. John A. Langan, deceased.	Nov. 12, 1894	145.23	.....do	Feb. 10, 1895	Do.
17858	Emma A. Moore, admx. James H. Moore, deceased.	.....do	250.63	.....do	.....do	Do.
17858	Susan E. Morrison, admx. Jas. W. Morrison, deceased.	.....do	281.19	.....do	.....do	Do.
17858	Katie McDonald, admx. John J. Redmond, deceased.	Nov. 19, 1894	258.18	.....do	Feb. 17, 1895	Do.
17858	John McNamara	.....do	81.01	.....do	.....do	Do.
17858	Philip H. Collins	Oct. 29, 1894	236.21	Dec. 18, 1894	Jan. 27, 1895	Do.
17858	Patrick J. Flannery	.....do	286.34	.....do	.....do	Do.
17858	Charles Hoest	.....do	150.56	.....do	.....do	Do.
17858	Thomas O'Brien	.....do	286.34	.....do	.....do	Do.
17858	John F. Walsh	.....do	253.53	.....do	.....do	Do.
17858	Hannah P. Edmonson, execx. Geo. M. Edmonson, deceased.	.....do	250.63	Jan. 2, 1895	.....do	Do.

Judgements of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	CHICAGO, ILL.—cont'd.					
17858	Frederick C. Voss ...	Jan. 7, 1895	$214.44	Jan. 15, 1895	Apr. 7, 1895	Extra pay as letter carrier at Chicago, Ill., under act of May 24, 1888.
17858	Isaac Oppenheimer, admr. Henry Oppenheimer, dec'd.	Oct. 29, 1894	276.23	Jan. 19, 1895	Jan. 27, 1895	Do.
	Total	.....	14,788.38			
	COLUMBUS, IND.					
17524	Albert F. Owens.....	Jan. 21, 1895	249.59	Jan. 26, 1895	Apr. 21, 1895	Extra pay as letter carrier at Columbus, Ind., under act of May 24, 1888.
17524	Harry B. Veach.....	.....do	13.61	.....do	.....do	Do.
17524	Walter W. Doup.....	.....do	96.00	Jan. 29, 1895	.....do	Do.
17524	Edward Lowe	.....do	132.51	Jan. 31, 1895	.....do	Do.
	Total	.....	491.71			
	CRAWFORDSVILLE, IND.					
18595	Fountain E. Eastlack	Jan. 14, 1895	121.69	Jan. 19, 1895	Apr. 14, 1895	Extra pay as letter carrier at Crawfordsville, Ind., under act of May 24, 1888.
18595	Howard Craig	.....do	583.27	Jan. 22, 1895	.....do	Do.
18595	Elisha W. Layne	.....do	114.47	.....do	.....do	Do.
18595	Walter V. Roderick .	.....do	583.27	.....do	.....do	Do.
18595	Frank H. Scott	.....do	57.75	.....do	.....do	Do.
18595	Frank H. Scott (substitute)	.....do	127.26	.....do	.....do	Do.
18595	James Shevlen	.....do	566.87	.....do	.....do	Do.
18595	Guy R. Steel	.....do	35.06	.....do	.....do	Do.
18595	Nathaniel P. Willis .	.....do	108.29	.....do	.....do	Do.
18595	William W. Linder..	.....do	479.59	Jan. 24, 1895	.....do	Do.
	Total	.....	2,777.52			
	DETROIT, MICH.					
18023	Mary A. Weyermiller, administratrix of Philip Weyermiller, deceased.	Nov. 26, 1894	363.25	Dec. 5, 1894	Feb. 24, 1895	Extra pay as letter carrier at Detroit, Mich., under act of May 24, 1888.
18023	Christina Salliet, administratrix of August Salliet, deceased.	.....do	240.33	.....do	.....do	Do.
18023	Albert A. Sherman..	.....do	318.61	.....do	.....do	Do.
18023	James F. Staunn	.....do	270.20	.....do	.....do	Do.
18023	James F. Rickards ..	.....do	190.89	.....do	.....do	Do.
18023	Peter Paya	.....do	212.97	.....do	.....do	Do.
18023	Frank C. Jackson ...	.....do	167.20	.....do	.....do	Do.
18023	Dennis Hayes	.....do	195.95	.....do	.....do	Do.
18023	Anthony F. Gies	.....do	192.01	.....do	.....do	Do.
18023	Lena Groh, administratrix of Nicholas Groh, deceased.	.....do	94.42	.....do	.....do	Do.
18023	George E. Goellner ..	.....do	260.59	.....do	.....do	Do.
18023	William McGlynn ...	.....do	91.60	.....do	.....do	Do.
18023	James J. Carroll.....	.....do	167.81	.....do	.....do	Do.
18023	Matthew J. Burch...	.....do	230.66	.....do	.....do	Do.
18023	Augustin Bare	.....do	289.77	.....do	.....do	Do.
18023	Matthew F. G. Donohue.	.....do	494.40	Dec. 8, 1894	.....do	Do.
18023	William H. Sheridan.	.....do	152.02	.....do	.....do	Do.
18023	James Nacy	.....do	107.82	Dec. 18, 1894	.....do	Do.
18023	R. F. Long	.....do	17.47	.....do	.....do	Do.
18023	Joseph Doherty	.....do	31.77	.....do	.....do	Do.
18023	Henry Tenwinkle ...	.....do	240.33	Jan. 2, 1895	.....do	Do.
18429	William H. Wood ...	.....do	422.17	Nov. 28, 1894	.....do	Do.
18484	David E. Baer	.....do	106.29	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	DETROIT, MICH.—continued.					
18432	Marshall E. Baldwin.	Nov. 26, 1894	$342.30	Dec. 6, 1894	Feb. 24, 1895	Extra pay as letter carrier at Detroit, Mich., under act of May 24, 1888.
18432	Thomas J. Barney ...	.....do	104.50	.....do	.....do	Do.
18432	William A. Barney ..	.....do	144.50	.....do	.....do	Do.
18432	William C. Bates	.....do	348.14	.....do	.....do	Do.
18432	John A. Blair.....	.....do	126.65	.....do	.....do	Do.
18432	Frederick Busch	.....do	435.58	.....do	.....do	Do.
18432	Frank Emmons.....	.....do	140.76	.....do	.....do	Do.
18432	John Forbis	.....do	484.09	.....do	.....do	Do.
18432	Edw. G. W. Hoffman	.....do	352.94	.....do	.....do	Do.
18432	Almon J. Houston...	.....do	213.25	.....do	.....do	Do.
18432	Charles E. Lucas	.....do	126.06	.....do	.....do	Do.
18432	Thos. D. McDonald ..	.....do	440.26	.....do	.....do	Do.
18432	Theophilus Mettetal.	.....do	343.33	.....do	.....do	Do.
18432	Albert N. Reynolds..	.....do	64.20	.....do	.....do	Do.
18432	Thomas G. Scott, jr ..	.....do	263.47	.....do	.....do	Do.
18432	James H. Wallace ...	.....do	245.14	.....do	.....do	Do.
18432	Clarence M. Wilford.	.....do	144.37	.....do	.....do	Do.
18432	Orson Woodin.....	.....do	202.97	.....do	.....do	Do.
18432	Catherine Daley, executrix of William J. Daley, deceased.	.....do	98.19	Jan. 31, 1895	.....do	Do.
	Total	.....	9,479.23			
	DUNKIRK, N. Y.					
18036	Edward A. Graff	Jan. 30, 1895	186.29	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Dunkirk, N. Y., under act of May 24, 1888.
18036	Michael S. Mazaney.	.....do	591.43	.... do	.....do	Do.
18036	John F. Maloney	.....do	182.71	.....do	.....do	Do.
18036	John D. O'Connor ...	.....do	528.33	.....do	.....do	Do.
18036	Charles J. Shaler	.....do	334.28	.....do	.....do	Do.
	Total	.....	1,823.04			
	ELKHART, IND.					
18176	Collins Blake.....	Jan. 14, 1895	230.53	Jan. 19, 1895	Apr. 14, 1895	Extra pay as letter carrier at Elkhart, Ind., under act of May 24, 1888.
18176	John E. O'Hearn	.....do	204.05	Jan. 22, 1895	.....do	Do.
18176	Newton Shaffer.....	.....do	128.29	.....do	.....do	Do.
18176	William J. McKahin.	.....do	169.99	Jan. 25, 1895	.....do	Do.
18176	Louis T. Rutter	.....do	181.23	Jan. 29, 1895	.....do	Do.
	Total	.....	914.09			
	EVANSVILLE, IND.					
17961	George E. Ballew....	Jan. 7, 1895	211.47	Jan. 19, 1895	Apr. 7, 1895	Extra pay as letter carrier at Evansville, Ind., under act of May 24, 1888.
17961	Oscar Born	.....do	203.87	.....do	.....do	Do.
17961	Herbert Crawford ...	.....do	219.06	.....do	.....do	Do.
17961	William H. Falker...	.....do	203.87	.....do	.....do	Do.
17961	Jas. I. Fitzwilliams .	.....do	121.28	.....do	.....do	Do.
17961	Christian Foreman ..	.....do	219.06	.....do	.....do	Do.
17961	William Koch	.....do	116.33	.....do	.....do	Do.
17961	Patrick J. McInnerny	.....do	219.06	.....do	.....do	Do.
17961	Max Ritter	.....do	327.72	.....do	.....do	Do.
17961	Alexander C. Sachs..	.....do	133.24	.....do	.....do	Do.
17961	John A. Sachs	.....do	143.70	.....do	.....do	Do.
17961	John A. Schweitzer..	.....do	188.69	.....do	.....do	Do.
17961	Edward J. Smith	.....do	188.69	.....do	.....do	Do.
17961	John H. Teder	.....do	65.59	.....do	.....do	Do.
17961	John W. Wimberg...	.....do	219.06	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	EVANSVILLE, IND.—continued.					
17961	Isaac Wood.....	Jan. 7, 1895	$116.33	Jan. 19, 1895	Apr. 7, 1895	Extra pay as letter carrier at Evansville, Ind., under act of May 24, 1888.
18330	Thos. E. Crumbaugh.	.....do	24.25	Jan. 15, 1895	.....do	Do.
18330	Ulysses B. Meeks....	.....do	311.05	.....do	.... do	Do.
18330	Alvah G. Slade	.....do	308.42	.....do	.....do	Do.
18330	John L. Adams.....	.....do	322.44	Jan. 17, 1895	.... do	Do.
18330	John W. Pritchard...	.....do	334.71	Jan. 19, 1895	.....do	Do.
18491	Herman Micker	.....do	331.46	Jan. 10, 1895	.....do	Do.
	Total	.....	4,529.35			
	FLINT, MICH.					
18338	William Boland.....	Nov. 26, 1894	550.17	Dec. 5, 1894	Feb. 24, 1895	Extra pay as letter carrier at Flint, Mich., under act of May 24, 1888.
18338	Edward W. Creque..	.....do	477.75	.....do	.....do	Do.
18338	George W. De Witt..	.....do	9.35	.....do	.....do	Do.
18338	Albert C. Eddy.....	.....do	311.88	.....do	.....do	Do.
18607	Edward E. Hennes ..	Dec. 10, 1894	127.00	Dec. 11, 1894	Mar. 10, 1895	Do.
	Total	.....	1,476.15			
	FORT WAYNE, IND.					
16950	George J. Alter.....	Jan. 21, 1895	142.53	Jan. 29, 1895	Apr. 21, 1895	Extra pay as letter carrier at Fort Wayne, Ind., under act of May 24, 1888.
16950	Elmer E. Banks	.....do	124.44	.....do	.....do	Do.
16950	Clinton D. Bourie....	.....do	264.34	.....do	.....do	Do.
16950	Thomas A. Davis....	.....do	236 91	.....do	.....do	Do.
16950	Charles F. Gable.....	.....do	25.98	.....do	.....do	Do.
16950	Fred W. Gallmeier ..	.....do	285.51	.....do	.....do	Do.
16950	Frank Horstman	.....do	296.14	.....do	.....do	Do.
16950	John E. Hunt.....	.....do	29.70	.....do	.....do	Do.
16950	Conrad F. Kettler....	.....do	340.47	.....do	.....do	Do.
16950	Percey M. Lindsley..	.....do	172.29	.....do	.....do	Do.
16950	Thomas J. Majors ...	.....do	45.79	.....do	.....do	Do.
16950	Frank M. Morgan....	.....do	72.77	.....do	.....do	Do.
16950	H. C. Niedhammer...	.....do	44.50	.....do	.....do	Do.
16950	Fred R. Reiling.....	.....do	130.29	.....do	.....do	Do.
16950	Robert G. Renfrew ..	.....do	20.76	.....do	.....do	Do.
16950	Paul O. Richter.....	.....do	31.44	.....do	.....do	Do.
16950	Cassius M. Rowzer ..	.....do	147.39	.....do	.....do	Do.
16950	William M. Slater....	.....do	254.49	.....do	.....do	Do.
16950	John A. Soliday	.....do	282.92	.....do	.....do	Do.
16950	William G. Stahl	.....do	277.71	.....do	.....do	Do.
16950	Chas. A. Stockbridge	.....do	64.76	.....do	.....do	Do.
16950	Hayes E. Taylor.....	.....do	44.50	.....do	.....do	Do.
16950	Wm. A. Zimmerly ...	.....do	91.57	.....do	.....do	Do.
16950	Philip L. Zorbaugh ..	.....do	12.58	.....do	.....do	Do.
16950	George L. Ashley....	Jan. 30, 1895	291.33	Jan. 31, 1895	Apr. 30, 1895	Do.
16950	Jacob Bastian	Jan. 21, 1895	136.73	.....do	Apr. 21, 1895	Do.
16950	Louis Calmelat	.....do	192.98	.....do	.....do	Do.
16950	William H. Clear	.....do	272.16	.....do	.....do	Do.
16950	Annie Gloeckle, admr. of John Gloeckle.....	.....do	160.33	.....do	.....do	Do.
16950	Charles A. Haus.....	.....do	215.07	.....do	.....do	Do.
16950	August Le Graw	.....do	362.77	.....do	.....do	Do.
16950	Franklin P. Meusch.	.....do	264.91	.....do	.....do	Do.
16950	Chas. W. Schirmeyer.	.....do	232.37	.....do	.....do	Do.
16950	Constantine Schuler.	.....do	234.71	.....do	.....do	Do.
16950	John Schulz	.....do	190.70	.....do	.....do	Do.
16950	Frederick C. Vollmer	.....do	91.03	.....do	.....do	Do.
	Total	.....	6,093.87			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	FREDERICK, MD.					
16993	Nicholas J. Blumenaur.	Oct. 29, 1894	$505.91	Nov. 16, 1894	Jan. 27, 1895	Extra pay as letter carrier at Frederick, Md., under act of May 24, 1888.
16993	Augustus A. Obendorffer.	.....do	482.54	.....do	.....do	Do.
16993	John H. Schmidt.....	.....do	286.28	.....do	.....do	Do.
16993	John W. B. Walsh ...	.....do	518.78	.....do	.....do	Do.
	Total	.....	1,793.51			
	GRAND RAPIDS, MICH.					
18496	Frank H. Barber	Nov. 12, 1894	31.57	Nov. 21, 1894	Feb. 10, 1895	Extra pay as letter carrier at Grand Rapids, Mich., under act of May 24, 1888.
18496	Palmer S. Barker....	.....do	19.18	.....do	.....do	Do.
18496	Dennis T. Berry.....	.....do	81.31	.....do	.....do	Do.
18496	Willard S. Berry	.....do	304.64	.....do	.....do	Do.
18496	Daniel F. Clark.....	.....do	243.05	.....do	.....do	Do.
18496	James Cronin.....	.....do	264.04	.....do	.....do	Do.
18495	Frank J. Fisher.....	.....do	104.83	.....do	.....do	Do.
18496	Samuel Harting.....	.....do	256.16	.....do	.....do	Do.
18496	Mel. S. Heering	.....do	6.39	.....do	.....do	Do.
18496	William J. Heyboer..	.....do	278.35	.....do	.....do	Do.
18496	John F. Holmes.....	.....do	43.75	.....do	.....do	Do.
18496	John W. Jones	.....do	214.77	.....do	.....do	Do.
18496	Edwin L. Keef.....	.....do	77.91	.....do	.....do	Do.
18496	Isaac J. Lemon.....	.....do	115.13	.....do	.....do	Do.
18496	William W. Meyers..	.....do	47.18	.....do	.....do	Do.
18496	Christopher McNally	.....do	210.59	.....do	.....do	Do.
18496	Hewitt M. Patterson.	.....do	213.81	.....do	.....do	Do.
18496	John Redmond.....	.....do	324.15	.....do	.....do	Do.
18496	Edmond J. Riordan ..	.....do	168.76	.....do	.....do	Do.
18496	John A. Risedorph ..	.....do	180.80	.....do	.....do	Do.
18496	Ernest J. Sigler.....	.....do	277.47	.....do	.....do	Do.
18496	Charles G. Singer....	.....do	77.77	.....do	.....do	Do.
18496	Hans C. Svevad.....	.....do	98.04	.....do	.....do	Do.
18496	Fred. M. Utley	.....do	70.38	.....do	.....do	Do.
18496	Frank P. Whitman ..	.....do	300.46	.....do	.....do	Do.
18496	Thomas S. Wilson ...	.....do	13.00	.....do	.....do	Do.
18496	Asa H. Wells.....	.....do	306.97	Nov. 26, 1894	.....do	Do.
18496	Clarence O. Wing....	.....do	96.09	.....do	.....do	Do.
18496	James De Young	.....do	87.06	Dec. 21, 1894	.....do	Do.
18496	Charles W. Dolan	.....do	23.37	Dec. 5, 1894	.....do	Do.
18496	John M. Hendricks ..	.....do	162.05	.....do	.....do	Do.
18496	Alex. McDonald	.....do	361.31	.....do	.....do	Do.
18496	Clifford R. Olewine ..	.....do	4.33	.....do	.....do	Do.
18496	Herman Warrell.....	.....do	405.70	.....do	.....do	Do.
18225	George F. Blickle....	.....do	335.75	Dec. 6, 1894	.....do	Do.
18225	Julius Cæsar	.....do	366.27	.....do	.....do	Do.
	Total	.....	6,172.39			
	HUNTINGTON, IND.					
18616	Wilson S. Bell.....	Dec. 24, 1894	41.46	Jan. 2, 1895	Mar. 24, 1895	Extra pay as letter carrier at Huntington, Ind., under act of May 24, 1888.
18616	George M. Kilander..	.....do	41.46	.....do	.....do	Do.
18616	Albert F. Kuhlman..	.....do	55.28	.....do	.....do	Do.
18616	William J. Grass	.....do	41.46	Jan. 9, 1895	.....do	Do.
	Total		179.66			
	JEFFERSONVILLE, IND.					
18506	James L. Miller	Dec. 24, 1894	104.06	Jan. 24, 1895	Mar. 24, 1895	Extra pay as letter carrier at Jeffersonville, Ind., under act of May 24, 1888.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	JACKSON, MICH.					
16999	Herbert A. Bailey ...	Jan. 30, 1895	$144.79	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Jackson, Mich., under act of May 24, 1888.
16999	Homer M. Boyce	.....do	188.10	.....do	.....do	Do.
16999	Benjamin E. Chase ..	.....do	54.33	.....do	.....do	Do.
16999	Thomas Courtney ...	.....do	404.32	.....do	.....do	Do.
16999	Alfred Daines	.....do	74.88	.....do	.....do	Do.
16999	Charles F. Detwyler.	.... do	291.44	.....do	.... do	Do.
16999	Thomas Doherty	.....do	675.23	.....do	.....do	Do.
16999	Thomas Doody	.....do	95.90	.....do	.....do	Do.
16999	Hiram D. Eastman ..	.....do	247.11	.....do	.....do	Do.
16999	Homer D. Horning ..	.....do	319.48	.....do	.....do	Do.
16999	Alfred W. Large.....	.....do	245.74	.....do	.....do	Do.
16999	Mark La Rue.....	.....do	1,060.78	.....do	.....do	Do.
16999	Thomas B. Myers ...	.....do	148.51	.....do	.....do	Do.
16999	Eugene D. Mosher...	.....do	354.01	.....do	.....do	Do.
16999	Dennis E. Norris	.....do	520.49	.....do	.....do	Do.
16999	Michael D. Norris...	.....do	35.88	.....do	.....do	Do.
16999	Reuben A. Oliver....	.....do	761.10	.....do	.....do	Do.
16999	Arden F. Parmeter ..	.....do	705.44	.....do	.....do	Do.
16999	George O. Payne.....	.....do	803.17	.....do	.....do	Do.
16999	A. D. Quick.....	.....do	202.94	.....do	.....do	Do.
16999	Archie A. Robson ...	.....do	415.34	.....do	.....do	Do.
16999	Robert H. Searls	.....do	394.30	.....do	.....do	Do.
16999	Homer B. Smith	.....do	780.90	.....do	.....do	Do.
16999	George Thompson ...	.....do	535.45	.....do	.....do	Do.
16999	Frank P. Van Horne.	.....do	688.48	.....do	.....do	Do.
16999	George M. Whaley ..	.....do	141.95	.....do	.....do	Do.
16999	Asa L. Winfield.....	.....do	838.68	.....do	.....do	Do.
	Total	.....	11,128.74			
	KALAMAZOO, MICH.					
18463	Otto A. Boekeloo....	Jan. 30, 1895	196.27	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Kalamazoo, Mich., under act of May 24, 1888.
18463	Aaron S. Burson....	.....do	78.64	.....do	.....do	Do.
18463	Charles S. Churchill.	.....do	535.46	.....do	.....do	Do.
18463	David DeMeyer.....	.....do	237.11	.....do	.....do	Do.
18463	Solon G. Goodridge..	.....do	143.90	.....do	.....do	Do.
18463	Walter D. Groves...	.....do	159.30	.....do	.....do	Do.
18463	Walter C. Hall.....	... .do	79.74	.....do	.....do	Do.
18463	George Jeffrey.....	.....do	244.15	.....do	.....do	Do.
18463	Ralph Littler.....	.....do	160.79	.....do	.....do	Do.
18463	James Morrisey.....	.....do	157.70	.....do	.....do	Do.
18463	George A. Pfeiffer...	.....do	316.80	.....do	.....do	Do.
18463	Fred R. Wheaton....	.....do	198.02	.....do	.....do	Do.
18463	Frank E. Wilson....	.....do	92.40	.....do	.....do	Do.
17927	Orrin D. Glover.....	.....do	448.05	.....do	.....do	Do.
	Total	.....	3,048.33			
	LANSING, MICH.					
18479	Irwin M. Buck	Nov. 26, 1894	1,189.06	Nov. 28, 1894	Feb. 24, 1895	Extra pay as letter carrier at Lansing, Mich. under act of May 24, 1888.
18479	Leroy M. Howard....	.....do	52.57	.....do	.....do	Do.
18479	William R. Osborne .	.....do	1,208.88	.....do	.....do	Do.
18479	Allan S. Shattuck ...	.....do	542.40	.....do	.....do	Do.
17984	Herbert A. Edson ...	.....do	38.98	Dec. 18, 1894	.....do	Do.
17984	Charles Gerber	.....do	630.29	.....do	.....do	Do.
17984	J. Frank Koonsman.	.....do	879.20	.....do	.....do	Do.
17984	Horace G. Jackson...	.....do	1,042.97	.....do	.....do	Do.
17984	Geo. H. McNeil.....	.....do	409.20	.....do	.....do	Do.
17984	Douglas Merrifield...	.....do	206.04	.....do	.....do	Do.
17984	Benj. F. Moore.....	.....do	248.60	.....do	.....do	Do.
17984	Michael O'Donnell...	.....do	317.20	.....do	.....do	Do.
17984	John J. Stealy.....	.....do	372.93	.....do	.....do	Do.
17984	James W. Tobin.....	.....do	1,035.30	.....do	.....do	Do.

Judyments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim,
	LANSING, MICH.—continued.					
17984	Leon J. Tooker	Nov. 26, 1894.	$87.62	Dec. 18, 1894.	Feb. 24, 1895	Extra pay as letter carrier at Lansing, Mich., under act of May 24, 1888.
17984	J. Elmer Walker.....	.....do	255.84	.....do	.....do	Do.
	Total.....	.....	8,517.08			
	LA FAYETTE, IND.					
16967	Thomas C. Adams...	Jan. 30, 1895	359.96	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at La Fayette, Ind., under act of May 24, 1888.
16967	John W. Bailey.....	.....do	263.78	.....do	.....do	Do.
16967	Thomas W. Burt	.....do	282.04	.....do	.....do	Do.
16967	Harry E. Dickey	.....do	199.47	.....do	.....do	Do.
16967	John McGrath.....	.....do	237.49	.....do	.....do	Do.
16967	Robert Prass	.....do	237.49	.....do	.....do	Do.
16967	George E. Smith.....	.....do	263.78	.....do	.....do	Do.
	Total	.....	1,844.01			
	LOGANSPORT, IND.					
16966	John F. Bishop.....	.....do	172.45	.....do	.....do	Extra pay as letter carrier at Logansport, Ind., under act of May 24, 1888.
16966	George W. Boerger..	.....do	62.08	.....do	.....do	Do.
16966	David C. Clymer.....	.....do	100.75	.....do	.....do	Do.
16966	Alvin Denbo	.....do	17.96	.....do	.....do	Do.
16966	Charles A. Engart...	.....do	96.68	.....do	.....do	Do.
16966	James F. Gorman....	.....do	53.22	.....do	.....do	Do.
16966	Robert Manders.....	.....do	99.82	.....do	.....do	Do.
16966	Elmer A. McAllister	.....do	99.82	.....do	.....do	Do.
16966	George P. McKee....	.....do	163.25	.....do	.....do	Do.
16966	Andrew Morgan.....	.....do	39.38	.....do	.....do	Do.
16966	Harvey A. Moore....	.....do	93.22	.....do	.....do	Do.
16966	John W. Parker.....	.....do	145.72	.....do	.....do	Do.
16966	Fred. W. Prosch	.. .do	152.57	.....do	.....do	Do.
16966	Charles D. Sellers...	.....do	173.37	.....do	.....do	Do.
16966	John B. Smith.....	.....do	111.07	.....do	.....do	Do.
16966	Byron Wilson	.....do	108.35	.....do	.....do	Do.
16966	William W. Wilson..	.....do	163.25	.....do	.....do	Do.
	Total.....	.....	1,852.96			
	MALDEN, MASS.					
18424	John A. Barnes.....	Jan. 7, 1895	94.87	Jan. 17, 1895	Apr. 7, 1895	Extra pay as letter carrier at Malden, Mass., under act of May 24, 1888.
18424	William Galletly	.....do	800.32	.....do	.....do	Do.
18424	Thomas J. Garrity ..	.....do	791.54	.....do	.....do	Do.
18424	Wilbur F. Hardy....	.....do	757.88	.....do	.....do	Do.
18424	Nelson H. Johnson..	.....do	433.40	.....do	.....do	Do.
18424	Cornelius D. Leary..	.....do	782.61	.....do	.....do	Do.
18424	William H. Sullivan.	.....do	255.22	.....do	.....do	Do.
18424	George E. Tufts.....	.....do	504.55	.....do	.....do	Do.
18424	William R. Reed.....	.....do	831.14	Jan. 25, 1895	.....do	Do.
18424	Frederick G. Jones ..	Jan. 30, 1895	732.47	Jan. 31, 1895	Apr. 30, 1895	Do.
18424	Timothy E. Powell...	.....do	462.65	.....do	.....do	Do.
	Total	.....	6,446.65			
	MUSKEGON, MICH.					
18127	William D. Cathcart.	Jan. 30, 1895	579.68	Jan. 31, 1895	.....do	Extra pay as letter carrier at Muskegon, Mich., under act of May 24, 1888.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	MUSKEGON, MICH.—continued.					
18127	Edwin J. Carleton...	Jan. 30, 1895	$653.87	Jan. 31, 1895	Apr. 30, 1895	Extra pay as letter carrier at Muskegon, Mich., under act of May 24, 1888.
18127	Timothy J. Delanty .	.....do	63.09	.....do	.....do	Do.
18127	Ferdinand Dietrich ..	.....do	414.71	.....do	.....do	Do.
18127	Richard Meade	.....do	653.87	.....do	.....do	Do.
18253	Charles J. Beukema..	.....do	653.87	.... do	.....do	Do.
18253	Arthur E. Brace.....	.....do	653.87	.....do	.....do	Do.
18734	Willis S. Webb	.....do	392.35	.....do	.....do	Do.
	Total	.....	4,065.31			
	NEW ALBANY, IND.					
17086	John R. Morris.....	Jan. 7, 1895	34.23	Jan. 15, 1895	Apr. 7, 1895	Extra pay as letter carrier at New Albany, Ind., under act of May 24, 1888.
17086	John E. Mitchell	.....do	35.34	.....do	.....do	Do.
17086	John E. Meyer	.....do	60.64	.....do	.....do	Do.
17086	Michael J. Farrell ...	.....do	58.74	.....do	.....do	Do.
17086	Henry P. Shrader ...	.....do	31.55	Jan. 19, 1895	.....do	Do.
	Total	.....	220.50			
	NEW YORK CITY.					
17039	William J. Adams...	Oct. 29, 1894	375.85	Nov. 16, 1894	Jan. 27, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	William Ahearn	.....do	335.04	.....do	.....do	Do.
17039	Francis B. Autz, jr ..	.....do	571.99	.....do	.....do	Do.
17039	James Ball	.....do	539.72	.....do	.....do	Do.
17039	Edwin G. Beck	.....do	422.20	.....do	.....do	Do.
17039	Michael J. Bergin ...	.....do	406.85	.....do	.....do	Do.
17039	Charles Berls	.....do	436.24	.....do	.....do	Do.
17039	Theodore Biedinger .	.....do	311.50	.....do	.....do	Do.
17039	Charles W. Blackmore	.....do	505.73	.....do	.....do	Do.
17039	John Blake	.....do	375.51	.....do	.....do	Do.
17039	Henry Boddicker....	.....do	494.05	.....do	.....do	Do.
17039	James A. Boden.....	.....do	101.42	.....do	.....do	Do.
17039	William H. Borden ..	.....do	429.41	.....do	.....do	Do.
17039	Ellsworth T. Borst ..	.....do	441.77	.....do	.....do	Do.
17039	Robert Braine	.....do	382.47	.....do	.....do	Do.
17039	Edward E. Brown ...	.... do	381.44	.....do	.....do	Do.
17039	Louis Brunhuber....	.....do	444.61	.....do	.....do	Do.
17039	Frank H. Campbell ..	.....do	403.41	.....do	.....do	Do.
17039	William J. Conlon...	Nov. 12, 1894	188.55	.....do	Feb. 10, 1895	Do.
17039	Edward R. Cooper ...	Oct. 29, 1894	84.11	.....do	Jan. 27, 1895	Do.
17039	Thomas H. Cordery..	.....do	461.09	.....do	.....do	Do.
17039	Elise Friedrich, administratrix, etc., of Alfred A. Demarest, deceased.	.....do	355.69	.....do	.....do	Do.
17039	Frank B. Disosway..	.....do	365.15	.....do	... .do	Do.
17039	James Donnelly, administrator of Christopher Donnelly, deceased.	Nov. 5, 1894	586.51	.....do	Feb. 3, 1895	Do.
17039	Michael J. Dunn	Oct. 29, 1894	450.80	.....do	Jan. 27, 1895	Do.
17039	Thomas Egan.....	.....do	190.03	.....do	....do	Do.
17039	Thomas G. Ellis.....	Nov. 12, 1894	557.56	.....do	Feb. 10, 1895	Do.
17039	Julian F. Falk.....	Oct. 29, 1894	610.44	.....do	Jan. 27, 1895	Do.
17039	Peter J. Farrell.....	.....do	215.97	.....do	.....do	Do.
17039	Chas. D. Flesche, jr ..	.....do	507.78	.....do	.....do	Do.
17039	Charles W. Floyd....	.....do	448.05	.....do	.....do	Do.
17039	James A. Freaney...	.....do	533.72	.....do	.....do	Do.
17039	George Gartner.....	.....do	455.60	.....do	.....do	Do.
17039	John Giffin	.....do	519.80	.....do	.....do	Do.
17039	John C. Good.....	.....do	604.60	.....do	.... do	Do.
17039	Robert Hamilton, jr..	.....do	536.28	.....do	.....do	Do.
17039	Louis C. Hansen	.....do	458.18	.....do	.....do	Do.
17039	Michael Hayes.....	.....do	600.83	.....do	.....do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	NEW YORK CITY—continued.					
17039	James Healy	Oct. 29, 1894	$565.12	Nov. 16, 1894	Jan. 27, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	Herman Heimburg ..	.....do	247.20	.....do	.....do	Do.
17039	Judson H. Huffman..	.....do	329.94	.....do	.....do	Do.
17039	George Josephs.....	.....do	541.02	.....do	.....do	Do.
17039	George F. Keim	.....do	353.63	.....do	.....do	Do.
17039	Francis P. Kelly.....	.....do	469.17	.....do	.....do	Do.
17039	James E. Kilpatrick .	.....do	430.89	.....do	.....do	Do.
17039	Emile Kirchman	.....do	224.88	.....do	.....do	Do.
17039	George A. Kittle	.....do	697.99	.....do	.....do	Do.
17039	Emile Levy	.....do	350.54	.....do	.....do	Do.
17039	Joseph F. Loughery .	.....do	476.73	.....do	.....do	Do.
17039	Bartholomew J. Madden.	.....do	27.41	.....do	.....do	Do.
17039	Henry Maehrlein ...	.....do	420.42	.....do	.....do	Do.
17039	Peter Malone.....	.....do	491.84	.....do	.....do	Do.
17039	James McCabe	.....do	434.37	.....do	.....do	Do.
17039	Jas. A. McCormack..	.....do	416.70	.....do	.....do	Do.
17039	Patrick McGuinness.	.....do	468.65	.....do	.....do	Do.
17039	Thomas V. McKee ..	.....do	423.33	.....do	.....do	Do.
17039	Wm. J. McMullen ...	.....do	378.99	.....do	.....do	Do.
17039	John Merrick	.....do	474.83	.....do	.....do	Do.
17039	James F. Mohen.....	.....do	563.93	.....do	.....do	Do.
17039	Lewis J. Mullen.....	.....do	466.14	.....do	.....do	Do.
17039	Peter J. Murray.....	.....do	592.59	.....do	.....do	Do.
17039	Bernard Niessing ...	.....do	462.12	.....do	.....do	Do.
17039	Samuel M. Noah.....	.....do	323.67	.....do	.....do	Do.
17039	Sam'l Nordenschild..	.....do	422.98	.....do	.....do	Do.
17039	John O'Connor	.....do	648.89	.....do	.....do	Do.
17039	Henry Odell	.....do	459.76	.....do	.....do	Do.
17039	Thos. J. O'Donoghue.	.....do	540.74	.....do	.....do	Do.
17039	Richard H. Oest.....	.....do	485.66	.....do	.....do	Do.
17039	Thomas O'Keeffe	.....do	523.77	.....do	.....do	Do.
17039	Charles Payne.....	.....do	674.99	.....do	.....do	Do.
17039	George W. Ponton ..	Nov. 12, 1894	153.09	.....do	Feb. 10, 1895	Do.
17039	John H. Powers	.....do	256.12	.....do	.....do	Do.
17039	Patrick F. Rochford.	Oct. 29, 1894	216.11	.....do	Jan. 27, 1895	Do.
17039	William J. Shea	.....do	244.37	.....do	.....do	Do.
17039	Lewis A. Smalley....	.....do	679.10	.....do	.....do	Do.
17039	James F. Smith	.....do	476.21	.....do	.....do	Do.
17039	Robt. H. Spottswood.	Nov. 12, 1894	132.53	.....do	Feb. 10, 1895	Do.
17039	Jacob Stugard.....	Oct. 29, 1894	406.69	.....do	Jan. 27, 1895	Do.
17039	Michael J. Sullivan..	.....do	324.35	.....do	.....do	Do.
17039	Hugh Traynor.....	.....do	515.34	.....do	.....do	Do.
17039	Charles L. Turck....	.....do	479.06	.....do	.....do	Do.
17039	Frank A. Venter	.....do	304.38	.....do	.....do	Do.
17039	William Voigt.....	.....do	407.38	.....do	.....do	Do.
17039	Charles M. Waldron.	.....do	419.05	.....do	.....do	Do.
17039	Charles F. Weindell .	Nov. 12, 1894	481.69	.....do	Feb. 10, 1895	Do.
17039	Thomas F. Whalen ..	Oct. 29, 1894	350.73	.....do	Jan. 27, 1895	Do.
17039	Sam'l J. Weinheimer	.....do	498.17	.....do	.....do	Do.
17039	Victor Winkler.....	.....do	392.08	.....do	.....do	Do.
17039	Allen D. Wood	.....do	498.44	.....do	.....do	Do.
17039	James H. York	.....do	35.02	.....do	.....do	Do.
17039	Charles J. Zubrod...	.....do	502.29	.....do	.....do	Do.
17039	James W. Donovan..	.....do	20.00	.....do	.....do	Do.
17039	John H. Hendershott	Nov. 12, 1894	53.81	.....do	Feb. 10, 1895	Do.
17039	Timothy Kelly	Oct. 29, 1894	32.27	.....do	Jan. 27, 1895	Do.
17039	August Knauff	Nov. 12, 1894	53.81	.....do	Feb. 10, 1895	Do.
17039	Patrich J. Mackin...	.....do	154.50	.....do	.....do	Do.
17039	Mamie Mulvaney, administratix of Frank T. Mulvaney, deceased.	.....do	349.33	.....do	.....do	Do.
17039	John P. McKervey, administrator of Thomas F. McKervey, deceased.	.....do	53.81	.....do	.....do	Do.
17039	Johanna Peterson, administatrix of Axel E. Peterson, deceased.	.....do	163.60	.....do	.....do	Do.
17039	Elias Phillips.....	Oct. 29, 1894	20.00	.....do	Jan. 27, 1895	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	NEW YORK CITY—continued.					
17039	Douglas Quinn.....	Oct. 29, 1894	$94.76	Nov. 16, 1894	Jan. 27, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	Adolph Taussig	.....do	40.60	.....do	.....do	Do.
17039	Chas. E. Van Norden.	Nov. 12, 1894	53.81	.....do	Feb. 10, 1895	Do.
17039	George O. Van Tassel.	.....do	556.88	.....do	.....do	Do.
17039	Andrew J. Walling..	.....do	53.81	.....do	.....do	Do.
17039	Lawrence C. Barrett.	.....do	222.13	Nov. 17, 1894	.....do	Do.
17039	Frederick W. Belcher	.....do	509.57	.....do	.....do	Do.
17039	Albert Brocker.....	.....do	29.70	.....do	.....do	Do.
17039	Charles B. Clark.....	.....do	51.50	.....do	.....do	Do.
17039	Edward F. Corrigan.	.....do	491.30	.....do	.....do	Do.
17039	Ira B. Cronk.....	.....do	793.45	.....do	.....do	Do.
17039	William R. Darling..	.....do	753.20	.....do	.....do	Do.
17039	Joseph J. Deegan....	.....do	727.32	.....do	.....do	Do.
17039	Thomas Doud	.....do	751.24	.....do	.....do	Do.
17039	Martin Edinger.....	.....do	526.33	.....do	.....do	Do.
17039	Ann Feely, admx. Jno. W. Feely, dec'd.	.....do	627.88	.....do	.....do	Do.
17039	James T. Flanagan ..	.....do	394.83	.....do	.....do	Do.
17039	Theodore F. Gardner	.....do	627.88	.....do	.....do	Do.
17039	William J. Gibney...	.....do	338.52	.....do	.....do	Do.
17039	George R. Greer	.....do	199.82	.....do	.....do	Do.
17039	Edward J. Hinch	.....do	296.64	.....do	.....do	Do.
17039	Charles H. Hoagland	.....do	393.80	.....do	.....do	Do.
17039	Samuel Holzer.	.....do	84.12	.....do	.....do	Do.
17039	Simon Kahn.....	.....do	794.13	.....do	.....do	Do.
17039	Isaac M. Levi	.....do	706.23	.....do	.....do	Do.
17039	Robert McKenna....	.....do	627.88	.....do	.....do	Do.
17039	Harry Meyer.....	.....do	68.68	.....do	.....do	Do.
17039	Luke H. Morris	.....do	627.88	.....do	.....do	Do.
17039	Joseph O'Dosha	.....do	408.22	.....do	.....do	Do.
17039	Charles Presler.....	.....do	743.72	.....do	.....do	Do.
17039	Arthur D. Price	.....do	269.86	.....do	.....do	Do.
17039	William Woods	.....do	794.13	.....do	.....do	Do.
17039	Frances A. Dalton, administratrix of James Dalton, deceased.	.....do	53.81	Nov. 20, 1894	.....do	Do.
17039	James E. Doyle.....	.....do	42.19	.....do	.....do	Do.
17039	Edwin Gibson	.....do	427.92	.....do	.....do	Do.
17039	John M. Joyce.....	.....do	28.20	.....do	.....do	Do.
17039	Thomas J. Kane.....	.....do	295.11	.....do	.....do	Do.
17039	Walter M. Laird.....	.....do	38.45	.....do	.....do	Do.
17039	Edwin Springsteed ..	.....do	225.77	.....do	.....do	Do.
17039	Margaret Ann Doyle, administratrix of Morgan Doyle, deceased.	.....do	106.55	Nov. 21, 1894	.....do	Do.
17039	Eugene C. Pichard...	.....do	426.95	Nov. 26, 1894	.....do	Do.
17039	William Grassick....	Oct. 29, 1894	448.39	.....do	Jan. 27, 1895	Do.
17039	John C. Wienecke...	.....do	573.02	.....do	.....do	Do.
17039	Benjamin S. Vanderporten.	.....do	26.81	Nov. 28, 1894	.....do	Do.
17039	Thomas A. Doyle....	.....do	4.74	.....do	.....do	Do.
17039	Mary Carter, administratrix of Josiah Carter, otherwise called Joseph Carter, deceased.	Nov. 12, 1894	63.73	.....do	Feb. 10, 1895	Do.
17039	Bernard F. Curran...	.....do	53.81	.....do	.....do	Do.
17039	Thomas B. O'Neill...	.....do	627.88	.....do	.....do	Do.
17039	William J. Farrell...	.....do	53.81	.....do	.....do	Do.
17039	Herman Harjes.....	Oct. 29, 1894	365.36	Dec. 5, 1894	Jan. 27, 1895	Do.
17039	Lena Karch, administratrix of Charles Karch, deceased.	Nov. 26, 1894	140.42	.....do	Feb. 24, 1895	Do.
17039	James Blythe.....	Dec. 10, 1894	684.95	Dec. 18, 1894	Mar. 10, 1895	Do.
17039	Ernest Ecke.....	.....do	77.44	.....do	.....do	Do.
17039	Nicholas E. Hennessey.	.....do	723.40	.....do	.....do	Do.
17039	Charles R. Jones....	.....do	147.63	.....do	.....do	Do.
17039	John E. Murphy	.....do	30.98	.....do	.....do	Do.
17039	Frankie M. Hunter, administratrix of Frederick E. Hunter, deceased.	Dec. 17, 1894	446.60	Dec. 27, 1894	Mar. 17, 1895	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	NEW YORK CITY—continued.					
17039	Catharine McBride, administratrix of Andrew Reagan, deceased.	Dec. 24, 1894	$395.02	Jan. 9, 1895	Mar. 24, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	Samuel Engel	Jan. 14, 1895	224.88	Jan. 19, 1895	Apr. 14, 1895	Do.
17039	Ernest Floerke	do	128.52	do	do	Do.
17039	George H. Gallaway	do	147.05	do	do	Do.
17039	Chas. Mandelbaum	do	293.89	do	do	Do.
17039	Thomas McNally	do	404.78	do	do	Do.
17039	Harry Meyer	do	420.24	do	do	Do.
17039	Jeremiah W. O'Brien	do	329.60	do	do	Do.
17039	George F. O'Connor	do	114.92	do	do	Do.
17039	E. C. Oppenheim	do	310.45	do	do	Do.
17039	Earnest Bartlett	do	581.61	Jan. 22, 1895	do	Do.
17039	William Bayer	do	122.88	do	do	Do.
17039	Samuel J. Berry	do	137.85	do	do	Do.
17039	Isaac Block	do	159.73	do	do	Do.
17039	Stephen B. Bowen	do	285.20	do	do	Do.
17039	Adam Denzler	do	124.46	do	do	Do.
17039	John W. Duffin	do	192.26	do	do	Do.
17039	John Eberhardt	do	566.41	do	do	Do.
17039	John A. Gieg, jr	do	477.52	do	do	Do.
17039	Thomas F. Green	do	49.10	do	do	Do.
17039	John P. Griffin	do	173.73	do	do	Do.
17039	Daniel C. Harrington	do	304.19	do	do	Do.
17039	Samuel W. Harris	do	209.08	do	do	Do.
17039	Leopold Heine	do	279.13	do	do	Do.
17039	Gustav A. Jaeger	do	275.30	do	do	Do.
17039	David J. Jennings	do	68.32	do	do	Do.
17039	Charles Joseph	do	172.58	do	do	Do.
17039	Max Kempe	do	357.34	do	do	Do.
17039	Adolph Klug	do	215.70	do	do	Do.
17039	Moses Lehrberger	do	169.94	do	do	Do.
17039	James F. Lucey	do	372.52	do	do	Do.
17039	Charles Marth	do	116.64	do	do	Do.
17039	Daniel J. McCann	do	55.27	do	do	Do.
17039	George C. McGuire	do	250.30	do	do	Do.
17039	William J. Meehan	do	193.52	do	do	Do.
17039	James S. O'Rourke	do	312.86	do	do	Do.
17039	Edward Ottes	do	68.32	do	do	Do.
17039	John V. Pakenham	do	204.84	do	do	Do.
17039	Herman Plehn	do	682.66	do	do	Do.
17039	John Popp	do	339.51	do	do	Do.
17039	Simon Portens, jr	do	89.27	do	do	Do.
17039	Louis H. Raabe	do	120.68	do	do	Do.
17039	Robert Rielly, jr	do	117.06	do	do	Do.
17039	David J. Roche	do	41.45	do	do	Do.
17039	Lizzie Sprague, administratrix of Jacob Roeder, deceased.	do	53.81	do	do	Do.
17039	William Smith	do	173.40	do	do	Do.
17039	George W. Tuers	do	145.23	do	do	Do.
17039	John J. Twigg	do	179.90	do	do	Do.
17039	William Unverzagt	do	496.46	do	do	Do.
17039	Albert F. Utter	do	377.01	do	do	Do.
17039	John Veith	do	211,01	do	do	Do.
17039	George Von Bargen	do	835.08	do	do	Do.
17039	Robert J. Willis	do	165.19	do	do	Do.
17039	John F. Wolf	do	576.11	do	do	Do.
17039	John Zychlinski	do	406.38	do	do	Do.
17039	Frederick J. Sorger	do	102.06	Jan. 24, 1895	do	Do.
17039	Henry G. Allen	Jan. 21, 1895	701.43	Jan. 25, 1895	Apr. 21, 1895	Do.
17039	Otto Axtman	do	205.30	do	do	Do.
17039	Patrick B. Baker	do	558.01	do	do	Do.
17039	William H. Bennett	do	621.81	do	do	Do.
17039	John J. Bergan	do	413.89	do	do	Do.
17039	William L. Bingham	do	427.93	do	do	Do.
17039	John H. Bormann	do	202.62	do	do	Do.
17039	Thomas J. Burke	do	432.43	do	do	Do.
17039	Charles H. Campbell	do	467.36	do	do	Do.
17039	Joseph D. Catheart	do	526.48	do	do	Do.
17039	Patrick J. Cavanagh	do	176.96	do	do	Do.
17039	Jacob Cohen	do	553.26	do	do	Do.
17039	George E. Coleman	do	547.40	do	do	Do.
17039	James Collins	do	285.73	do	do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	NEW YORK CITY—continued.					
17039	Elizabeth F. Crotty, administratrix of John J. Crotty, deceased.	Jan. 21, 1895	$823.32	Jan. 25, 1895	Apr. 21, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	Charles J. Dando	do	632.04	do	do	Do.
17039	Sarah Davin, administratrix of Thomas J. Davin, deceased	do	561.69	do	do	Do.
17039	David N. Dillon	do	435.87	do	do	Do.
17039	Patrick Donoho	do	558.47	do	do	Do.
17039	Louis Duval	do	548.53	do	do	Do.
17039	James Egan	do	554.48	do	do	Do.
17039	John H. Ellis	do	249.93	do	do	Do.
17039	Ambrose Felix	do	489.91	do	do	Do.
17039	Augustus S. Frazee	do	569.93	do	do	Do.
17039	Erasmus French	do	599.12	do	do	Do.
17039	John A. Fuller	do	493.24	do	do	Do.
17039	Charles Gardner	do	467.67	do	do	Do.
17039	Joseph Garneau	do	165.42	do	do	Do.
17039	James Greer	do	661.26	do	do	Do.
17039	Henry Haeckel	do	583.48	do	do	Do.
17039	Oswald R. Hartwig	do	232.45	do	do	Do.
17039	Edward Helmstadt	do	508.46	do	do	Do.
17039	Henry W. Hewson	do	58.63	do	do	Do.
17039	Max Hirschfield	do	48.07	do	do	Do.
17039	John Huebner	do	576.58	do	do	Do.
17039	Joseph P. Kearney	do	529.08	do	do	Do.
17039	James Kelly	do	694.22	do	do	Do.
17039	Thomas Kelley, No. 1	do	372.78	do	do	Do.
17039	John Kelley, No. 2	do	216.56	do	do	Do.
17039	Robert H. Knox	do	586.41	do	do	Do.
17039	William H. Konz	do	353.24	do	do	Do.
17039	John W. Kunzmann	do	328.17	do	do	Do.
17039	John H. Lane	do	550.36	do	do	Do.
17039	Martin C. Larkin	do	281.19	do	do	Do.
17039	John A. Lawrence	do	179.91	do	do	Do.
17039	George J. Lenz	do	655.73	do	do	Do.
17039	William Limmer	do	360.55	do	do	Do.
17039	Peter T. Linden	do	616.62	do	do	Do.
17039	Thomas F. Lynch	do	478.69	do	do	Do.
17039	Bernard A. Martin	do	440.41	do	do	Do.
17039	Edward A. Martin	do	438.37	do	do	Do.
17039	Frederick M. Martin	do	444.96	do	do	Do.
17039	John W. Mercer	do	657.25	do	do	Do.
17039	William J. McGay	do	428.49	do	do	Do.
17039	Thomas G. Moloney	do	344.99	do	do	Do.
17039	Andrew F. Muller	do	199.19	do	do	Do.
17039	Daniel J. Mulster	do	92.70	do	do	Do.
17039	Philip G. Murray	do	714.13	do	do	Do.
17039	John W. O'Neill	do	139.82	do	do	Do.
17039	Henry Pfister	do	220.18	do	do	Do.
17039	James Quinn	do	279.24	do	do	Do.
17039	William F. Reed	do	753.38	do	do	Do.
17039	Fred H. Reynolds	do	19.80	do	do	Do.
17039	Otto Sackersdorf	do	404.49	do	do	Do.
17039	William Scully	do	763.23	do	do	Do.
17039	John Smullen	do	167.20	do	do	Do.
17039	Walter Sparks	do	547.28	do	do	Do.
17039	Joseph Stilger	do	625.22	do	do	Do.
17039	George F. Thompson	do	185.07	do	do	Do.
17039	William Timmerman	do	552.76	do	do	Do.
17039	James A. Wallace	do	653.02	Jan. 26, 1895	do	Do.
17039	Patrick J. Walsh	do	347.34	do	do	Do.
17039	John Watson	do	782.11	do	do	Do.
17039	Maurice Barnard	do	424.02	Jan. 25, 1895	do	Do.
17039	John J. Brennan	do	476.27	do	do	Do.
17039	John E. Cahill	do	462.24	do	do	Do.
17039	Cornelius V. Carroll	do	304.30	do	do	Do.
17039	George J. Cavanagh	do	480.78	do	do	Do.
17039	George M. Clancy	do	256.52	do	do	Do.
17039	William J. Cleary	do	444.39	do	do	Do.
17039	George J. Curran	do	367.14	do	do	Do.
17039	John Curry	do	165.41	do	do	Do.
17039	Elizabeth Daly, administratrix of James Daly, deceased.	do	295.61	do	do	Do.

Judgments of the Court of Claims—Continued.

No.	Name of claimants.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	NEW YORK CITY—continued.					
17039	John P. Daley	Jan. 21, 1895	$114.69	Jan. 25, 1895	Apr. 21, 1895	Extra pay as letter carrier at New York, N. Y., under act of May 24, 1888.
17039	James Delaney	do	429.97	do	do	Do.
17039	Charles Douai	do	316.61	do	do	Do.
17039	Matthew F. Fitzgerald.	do	422.67	do	do	Do.
17039	James L. Foster	do	336.24	do	do	Do.
17039	Michael J. Ganey	do	425.33	do	do	Do.
17039	Thomas F. Green	do	218.91	do	do	Do.
17039	Walter W. Griffin	do	454.49	do	do	Do.
17039	Terence Griffin, sr., administrator of Terence Griffin, jr., deceased.	do	196.50	do	do	Do.
17039	Moses Hecht	do	240.23	do	do	Do.
17039	Stephen E. Herget	do	374.69	do	do	Do.
17039	Joseph C. Hibson	do	272.38	do	do	Do.
17039	John T. Hunt	do	237.59	do	do	Do.
17039	Charles Hyman	do	380.87	do	do	Do.
17039	John F. Kauff	do	449.02	do	do	Do.
17039	John Keefe	do	567.30	do	do	Do.
17039	John Keegan	do	307.28	do	do	Do.
17039	Charles P. Kelly	do	380.87	do	do	Do.
17039	George Kuntz	do	422.27	do	do	Do.
17039	Thomas J. Latimore	do	76.90	do	do	Do.
17039	John J. Leonard	do	223.95	do	do	Do.
17039	Samuel J. Levy	do	388.65	do	do	Do.
17039	David T. Logan	do	396.55	do	do	Do.
17039	Patrick Martin	do	439.93	do	do	Do.
17039	Eugene Martinez	do	249.60	do	do	Do.
17039	William Moore	do	329.03	do	do	Do.
17039	James McAvey	do	171.32	do	do	Do.
17039	John F. McHugh	do	438.55	do	do	Do.
17039	Jette Nordenschild, administratrix of Joseph Nordenschild, deceased.	do	447.48	do	do	Do.
17039	Francis O'Keefe	do	485.59	do	do	Do.
17039	Henry O'Keefe	do	201.60	do	do	Do.
17039	John H. Payne	do	92.34	do	do	Do.
17039	Theobald M. Purcell	do	263.78	do	do	Do.
17039	Joseph A. Richter	do	367.42	do	do	Do.
17039	John Ritter	do	389.11	do	do	Do.
17039	Daniel F. Ryan	do	199.21	do	do	Do.
17039	Henry F. Schorn	do	331.91	do	do	Do.
17039	William J. Scully	do	338.87	do	do	Do.
17039	William Sexauer	do	263.49	do	do	Do.
17039	Robert C. Smith	do	302.20	do	do	Do.
17039	James Stark	do	27.12	do	do	Do.
17039	Leonard Strubel	do	299.46	do	do	Do.
17039	Angelo Tagliabue	do	79.78	do	do	Do.
17039	Patrick J. Touhey	do	279.52	do	do	Do.
17039	Robert Turner	do	376.46	do	do	Do.
17039	Henry Waas	do	292.10	do	do	Do.
17039	Charles Wagler	do	358.75	do	do	Do.
17039	George J. Walker	do	415.89	do	do	Do.
17039	Russell Wiley	do	609.88	do	do	Do.
17039	Charles A. Williams	do	107.52	do	do	Do.
17039	William Wolfskehl	do	318.81	do	do	Do.
17039	Edward J. Woodlock	do	351.32	do	do	Do.
17039	George E. Wright	do	243.42	do	do	Do.
17039	Robert Belshaw	do	318.39	Jan. 31, 1895	do	Do.
17039	Gustav Trautfeld	do	452.63	do	do	Do.
17039	Elizabeth Eckes, administratrix of Peter J. Eckes, deceased.	Jan. 28, 1895	438.06	do	Apr. 28, 1895	Do.
	Total		127,188.61			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	PETERSBURG, VA.					
16755	Robert H. Cooley....	Nov. 5, 1894	$56.96	Nov. 16, 1894	Feb. 3, 1895	Extra pay as letter carrier at Petersburg, Va., under act of May 24, 1888.
16756	William M. Holly ...	.....do	58.52	Nov. 21, 1894	.....do	Do.
16757	Robert W. Kruse....	.....do	49.34	Nov. 16, 1894	....do	Do.
16758	Joseph T. Carter	.....do	55.13	.....do	.....do	Do.
16759	Robert C. Kilmartin.	.....do	151.81	.....do	.....do	Do.
16760A	George N. Hawkins .	.....do	62.80	.....do	.....do	Do.
	Total	.....	434.56			
	PROVIDENCE, R. I.					
18174	James A. Abbott	Jan. 30, 1895	670.86	Jan. 31, 1894	Apr. 30, 1895	Extra pay as letter carrier at Providence, R. I., act of May 24, 1888.
18174	George A. Abbott ...	.....do	417.51	.....do	.....do	Do.
18174	Charles W. Albro....	.....do	338.92	.....do	.....do	Do.
18174	John C. Barnes	.....do	176.66	.....do	.....do	Do.
18174	Stephen A. Barry....	.... do	498.17	.....do	.....do	Do.
18174	Stephen B. Battey ...	.....do	463.24	.....do	.....do	Do.
18174	George E. Becket....	.....do	498.17	.....do	.....do	Do.
18174	John J. Benson	.....do	468.57	.....do	.....do	Do.
18174	Joseph E. Brown	.....do	340.41	.....do	.....do	Do.
18174	John C. Budlong, 2d .	.....do	404.44	.....do	.....do	Do.
18174	Smith Burrows	.....do	338.92	.....do	.....do	Do.
18174	Angelo Collins	.....do	406.16	.....do	.....do	Do.
18174	Albert M. Cole.....	.....do	338.92	.....do	.....do	Do.
18174	Irving L. Drake	.....do	498.17	.....do	.....do	Do.
18174	George Dawley	.....do	498.17	.....do	.....do	Do.
18174	Henry P. Disley	.....do	339.09	.....do	.....do	Do.
18174	James E. Doty.....	.....do	498.17	.....do	.....do	Do.
18174	Patrick G. Downing .	.....do	127.56	.....do	.....do	Do.
18174	Clinton Emerson	.....do	498.17	.....do	.....do	Do.
18174	Charles B. Franklin .	.....do	260.08	.....do	.....do	Do.
18174	Albert P. Grandy....	.....do	498.17	.....do	.....do	Do.
18174	John J. Goodwin.....	.....do	498.17	.....do	.....do	Do.
18174	Samuel F. Gardner...	.....do	380.48	.....do	.....do	Do.
18174	Everett E. Hawkins .	.....do	454.74	.....do	.....do	Do.
18174	Chas. L. Holbrook ...	.....do	415.43	.....do	.....do	Do.
18174	Richard L. Hogan ...	.....do	117.79	.....do	.....do	Do.
18174	Benjamin D. Hale....	.....do	463.24	.....do	.....do	Do.
18174	Jas. H. Harrington...	.....do	30.44	.....do	.....do	Do.
18174	John P. Jones	.....do	498.17	.....do	.....do	Do.
18174	Geo. H. Johnson	.....do	498.17	.....do	.....do	Do.
18174	Welcome A. Johnson.	.....do	498.17	.....do	.....do	Do.
18174	John C. Kingsford ...	.....do	297.71	.....do	.....do	Do.
18174	Walter V. Kelley	.....do	304.47	.....do	.....do	Do.
18174	Jos. N. Lindsey	.....do	418.59	.....do	.....do	Do.
18174	Frank H. Macomber.	.....do	376.63	.....do	.....do	Do.
18174	John W. Maguire....	.....do	284.38	.....do	.....do	Do.
18174	Alfred O. Makee.....	.....do	56.30	.....do	.....do	Do.
18174	Edwin O. Mathewson.	.....do	463.24	.....do	.....do	Do.
18174	Peter J. McConnell ..	.....do	320.01	.....do	.....do	Do.
18174	William A. Polk	.....do	290.28	.....do	.....do	Do.
18174	Chas. W. Rhodes.....	.....do	444.46	.....do	.....do	Do.
18174	Clarence O. Rhodes ..	.....do	340.41	.....do	.....do	Do.
18174	Steph. P. Richardson.	.....do	498.17	.....do	.....do	Do.
18174	Chas. E. Sampson	.....do	487.18	.....do	.....do	Do.
18174	Edward Scattergood.	.....do	103.97	.....do	.....do	Do.
18174	Fred. J. Smith	.....do	162.74	.....do	.....do	Do.
18174	Henry E. Skinner....	.....do	463.24	.....do	.....do	Do.
18174	George L. Spencer ...	.....do	110.78	.....do	.....do	Do.
18174	Caleb O. Swan	.....do	255.99	.....do	.....do	Do.
18174	Charles H. Swett	.....do	440.90	.....do	.....do	Do.
18174	William D. Swan	.....do	498.17	.....do	.....do	Do.
18174	John J. Tierney.....	.....do	123.05	.....do	.....do	Do.
18174	Arthur N. Townsend.	.... do	498.17	.....do	.....do	Do.
18174	Frederick N. Walford	.....do	418.59	.....do	.....do	Do.
	Total	.....	20,090.76			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	RICHMOND, VA.					
16973	Myer Angle	Nov. 5, 1894	$171.75	Dec. 8, 1894	Feb. 3, 1895	Extra pay as letter carrier at Richmond, Va., under act of May 24, 1888.
16973	John D. Barnett	do	171.75	do	do	Do.
16973	Charles B. Brooks	do	166.63	do	do	Do.
16973	William H. Burkert	do	36.05	do	do	Do.
16973	John T. Burroughs	do	174.27	do	do	Do.
16973	Robert L. Curtis	do	228.99	do	do	Do.
16973	William G. Cavedo	do	182.99	do	do	Do.
16973	Moses H. Carter	do	196.06	do	do	Do.
16973	Michael F. Craven	do	172.77	do	do	Do.
16973	Mathias T. Cottrell	do	217.31	do	do	Do.
16973	Edwin P. Colin	do	156.85	do	do	Do.
16973	Richard T. Childress	do	204.46	do	do	Do.
16973	Julian F. Green	do	89.68	do	do	Do.
16973	Lewis C. Hart	do	241.17	do	do	Do.
16973	Reuben J. James	do	227.10	do	do	Do.
16973	James G. Jennings	do	107.25	do	do	Do.
16973	Walter E. Joyner	do	161.94	do	do	Do
16973	Edward A. Kumlelin	do	174.27	do	do	Do.
16973	James T. Lewis	do	161.23	do	do	Do.
16973	John A. Moore	do	128.52	do	do	Do.
16973	John H. Nagle	do	173.79	do	do	Do.
16973	Peyton L. Palmore	do	251.19	do	do	Do.
16973	Andrew McA. Parker	do	64.04	do	do	Do.
16973	T. Crawford Redd	do	25.78	do	do	Do.
16973	Robert D. Rowlett	do	185.56	do	do	Do.
16973	Adolph I. Schleicher	do	209.37	do	do	Do.
16973	John B. Scott	do	95.44	do	do	Do.
16973	Walter H. Tyree	do	41.87	do	do	Do.
16973	Isaac Wertheim	do	217.35	do	do	Do.
16973	James P. Wright	do	148.14	do	do	Do.
16973	Chas. W. Woodward	do	184.01	do	do	Do.
16973	Thomas J. Wood	do	178.90	do	do	Do.
	Total		5,146.48			
	ROANOKE, VA.					
16992	Otho T. Cunningham	do	181.50	Nov. 16, 1894	do	Extra pay as letter carrier at Roanoke, Va., under act of May 24, 1888.
16992	George T. Dinguid	do	124.16	do	do	Do.
16992	Sidney B. Pace	do	301.04	do	do	Do.
16992	Ernest L. Stone	do	389.19	do	do	Do.
16992	Nathaniel C. Wooten	do	443.06	Jan. 29, 1895	do	Do.
	Total		1,438.95			
	TERRE HAUTE, IND.					
18368	Fred. H. Katzenbach	Dec. 24, 1894	95.07	Jan. 2, 1895	Mar. 24, 1895	Extra pay as letter-carrier at Terre Haute, Ind., under act of May 24, 1888.
18368	James L. Jenkins	do	182.99	Jan. 4, 1895	do	Do.
18368	Patrick O'Leary	do	235.28	Jan. 9, 1895	do	Do.
18368	Robert L. Brown	do	182.99	Jan. 17, 1895	do	Do.
18368	Martin S. Lowe	do	108.28	do	do	Do.
18368	William Mahoney	do	182.99	do	do	Do.
18368	William H. Myers	do	182.99	do	do	Do.
18368	Jeremiah J. Walsh	do	182.99	do	do	Do.
18368	Grant White	do	107.92	do	do	Do.
18368	M. F. Dougherty	do	182.99	Jan. 19, 1895	do	Do.
18368	Joseph W. Lauer	do	182.99	Jan. 22, 1895	do	Do.
18368	Fred. G. H. Jaenisch	do	182.99	Jan. 26, 1895	do	Do.
18368	Dean C. McLaughlin	do	182.99	Jan. 31, 1895	do	Do.
	Total		2,193.46			

Judgments of the Court of Claims—Continued.

No.	Name of claimant.	Date of judgment.	Amount.	When presented for payment.	When payable if not appealed.	Nature of claim.
	VALPARAISO, IND.					
18504	Wallace M. Rockwell.	Jan. 7, 1895	$40.72	Jan. 8, 1895	Apr. 7, 1895	Extra pay as letter carrier at Valparaiso, Ind., under act of May 24, 1888.
18504	Mark L. Dickover	do	35.31	do	do	Do.
18504	J. Herschel Arnold	do	177.68	do	do	Do.
	Total		253.71			
	YONKERS, N. Y.					
17273	George W. Anderson.	Nov. 19, 1894	311.34	Nov. 26, 1894	Feb. 17, 1895	Extra pay as letter carrier at Yonkers, N.Y., under act of May 24, 1888.
17273	John Foley	do	529.84	do	do	Do.
17273	James R. Gadsby	do	483.09	do	do	Do.
17273	John Griffin	do	520.79	do	do	Do.
17273	Horace Hallenbeck	do	112.45	do	do	Do.
17273	George W. Hull	do	319.49	do	do	Do.
17273	Gustav Klein	do	458.40	do	do	Do.
17273	John Lages	do	138.68	do	do	Do.
17273	George O. McLain	do	515.38	do	do	Do.
17273	George P. Newhall	do	442.64	do	do	Do.
17273	William H. Post	do	30.11	do	do	Do.
17273	Walter W. Robinson	do	633.85	do	do	Do.
17273	Gustav Stahl	do	13.41	do	do	Do.
17273	Wm. A. Skidgell, jr	do	336.28	do	do	Do.
17273	Walter J. Sullivan	do	292.20	do	do	Do.
17273	Frank E. Wilcox	do	412.71	do	do	Do.
17273	Mary McGann, administratrix of Joseph H. McGann, deceased.	Dec. 3, 1894	115.94	Jan. 22, 1895	Mar. 3, 1895	Do.
	Total		5,666.60			
	Total letter-carrier judgments.		590,253.24			
	MISCELLANEOUS.					
15220	Richard T. Talbert, administrator of William Talbert, deceased.	Feb. 3, 1890	6,544.00	Nov. 30, 1894	(*)	Patent in marine railway for hauling vessels.
16750	Merritt Wrecking Organization.	Dec. 3, 1894	5,000.00	Dec. 8, 1894	Mar. 3, 1895	Raising U. S. S. Tallapoosa.
18033	William H. Hunter	Jan. 7, 1895	240.10	Jan. 30, 1895	Apr. 7, 1895	Fees as U. S. commissioner.
18233	Robert W. Steele	Dec. 17, 1894	1,111.20	Feb. 2, 1895	Mar. 17, 1895	Mileage as naval officer.
18343	James J. Dickerson	do	11,415.12	Dec. 18, 1894	do	Fees as U. S. marshal.
16821	Edward P. Bliss, executor of Donald McKay, deceased.	May 14, 1894	101,529.73	May 16, 1894	Aug. 12, 1894	Extra work done on monitor Nauset.
	Total miscellaneous judgments.		125,840.15			
	Total judgments.		716,093.39			

* Mandate of U. S. Supreme Court affirming judgment November 23, 1894.

RECAPITULATION OF LETTER-CARRIER JUDGMENTS BY CITIES.

Anderson, Ind	$2,932.40
Adrian, Mich	1,760.83
Ann Arbor, Mich	3,966.24
Baltimore, Md	122,096.22
Bay City, Mich	3,759.56
Boston, Mass	159,604.38
Brooklyn, N. Y	661.96
Buffalo, N. Y	45,311.98
Chicago, Ill	14,788.38
Columbus, Ind	491.71
Crawfordsville, Ind	2,777.52
Detroit, Mich	9,479.23
Dunkirk, N. Y	1,823.04
Elkhart, Ind	914.09
Evansville, Ind	4,529.35
Flint, Mich	1,476.15
Fort Wayne, Ind	6,093.87
Frederick, Md	1,793.51
Grand Rapids, Mich	6,172.39
Huntington, Ind	179.66
Jeffersonville, Ind	104.06
Jackson, Mich	11,128.74
Kalamazoo, Mich	3,048.33
Lansing, Mich	8,517.08
Lafayette, Ind	1,844.01
Logansport, Ind	1,852.96
Malden, Mass	6,446.65
Muskegon, Mich	4,065.31
New Albany, Ind	220.50
New York City, N. Y	127,188.61
Petersburg, Va	434.56
Providence, R. I	20,090.76
Richmond, Va	5,146.48
Roanoke, Va	1,438.95
Terre Haute, Ind	2,193.46
Valparaiso, Ind	253.71
Yonkers, N. Y	5,666.60
Total letter-carrier judgments	**590,253.24**

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 284.

PRELIMINARY EXAMINATION OF TICKFAW RIVER, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Tickfaw River and tributaries, Louisiana.

FEBRUARY 6, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 4, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 1, 1895, together with a copy of a report from Maj. James B. Quinn, Corps of Engineers, dated January 28, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Tickfaw River and tributaries, Louisiana.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 1, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 28, 1895, of Maj. James B. Quinn, Corps of Engineers, of results of preliminary examination of Tickfaw River and tributaries, Louisiana, made to comply with provisions of the river and harbor act of August 17, 1894.

Major Quinn is of opinion that the Tickfaw and the Natalbany, its principal tributary, are worthy of improvement, and he estimates that the survey necessary to preparation of project of improvement with estimates will cost $1,500.

In the opinion of Col. C. B. Comstock, Corps of Engineers, Division Engineer, this stream is worthy of improvement to a small extent, and I concur in his views.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF TICKFAW RIVER AND TRIBUTARIES, LOUISIANA.

UNITED STATES ENGINEER OFFICE,
New Orleans, La., January 28, 1895.

GENERAL: In accordance with the instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report of a preliminary examination of Tickfaw River and tributaries, Louisiana:

The Tickfaw River flows into Lake Maurepas, Louisiana, and is navigable for a distance of about 40 miles. It has a sufficient depth of water, the only obstructions being snags and overhanging trees. The principal tributary to the river is the Natalbany River, which flows into the Tickfaw about 3 miles above Lake Maurepas. This stream is navigable for a distance of 25 or 30 miles, and has sufficient water, but, like the Tickfaw, is obstructed by snags and overhanging trees.

On account of the great area of country which would be benefited by water communication through these streams, and as they could be placed in good condition at a very small cost to the Government, I recommend them as worthy of improvement.

The cost of a survey would be about $1,500.

COMMERCIAL STATISTICS.

[From June 1, 1893, to May 31, 1894.]

Number of steamers	6
Number of trips made	138
Gross tonnage, registered	68,448
Number of schooners	33
Number of trips made	126
Gross tonnage	87,066
Total number of vessels	39
Total number of trips	246
Total tonnage	155,514

Receipts and shipments for two years.

Articles.	Year ending—			
	May 31, 1893.		May 31, 1894.	
	Tons.	Value.	Tons.	Value.
SHIPMENTS.				
Wood	3,748	$5,355	2,452	$6,908
Lumber	8,314	113,020	33,370	120,899
Brick	845	4,573	711	2,212
Cotton	53	6,857	155	21,630
Merchandise	34	1,701	45	2,025
Total	12,994	131,506	36,733	153,674
RECEIPTS.				
Merchandise	1,000	38,137	3,270	98,100
Grand total	13,994	169,643	40,003	251,774

Respectfully submitted.

JAMES B. QUINN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, January 30, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons stated by Major Quinn, I think this stream is worthy of improvement to a small extent.

C. B. COMSTOCK,
Col. of Engrs., Bvt. Brig. Gen., U. S. A.,
Division Engineer.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 285.

FEES AND EXPENSES IN SUIT OF PERALTA-REAVIS v. UNITED STATES.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriation submitted by the Attorney-General for fees and expenses in the suit, Peralta-Reavis against the United States.

FEBRUARY 6, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 5, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Attorney-General, of the 2d instant, and its inclosure, looking to an additional appropriation of $25,000 for fees and expenses in the suit of Peralta-Reavis against the United States in the Court of Private Land Claims in New Mexico, to be available until expended.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., February 2, 1895.

SIR: Inclosed is a copy of a letter from M. G. Reynolds, United States attorney for the Court of Private Land Claims, dated January 21, 1895, respecting the case of James Addison Peralta-Reavis and wife against the United States, No. 110, pending in the Court of Private Land Claims, for the confirmation of 12,750,000 acres of land in Arizona and New Mexico. The attorney states that the case is in excellent stage of preparation on behalf of the defendant and that a large amount of testimony has already been taken on behalf of the Government as to the forgery of the records from which certified copies of the muniments of title were taken, showing the existence of gross frauds to secure a confirmation of the claim.

The letter is an extended statement of the character of the services

performed by the special counsel of the United States in the case, of the character of the claim, of its value to the Government, and the necessity of securing a further appropriation in order to make a thorough and exhaustive preparation, which, in his judgment, will win the case. In his opinion Congress should make an "additional appropriation of not less than $25,000 for the case."

You are respectfully requested to submit this application for further appropriation in this matter, the same being justifiable by existing facts.

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

OFFICE UNITED STATES ATTORNEY
FOR COURT OF PRIVATE LAND CLAIMS,
St. Louis, Mo., January 21, 1895.

SIR: I have the honor to report that the case of James Addison Peralta-Reavis and wife *v.* The United States, No. 110, pending in the Court of Private Land Claims, for the confirmation of 12,750,000 acres of land in Arizona and New Mexico, is in excellent stage of preparation on behalf of the defendant. A large amount of testimony has already been taken on behalf of the Government as to the forgery of the records from which certified copies of the muniments of title were taken, showing conclusively that the grossest frauds are being perpetrated against the Government to secure a confirmation of this claim.

The ramifications extend through the archives of City of Mexico and Guadalajara, Madrid and Seville, Spain, and to California and Arizona.

The attempt to sustain the claim that Mrs. Reavis is the great granddaughter of the alleged original grantee is evidently a most desperate ruse, having its ramifications in northern and southern California and Arizona. The claimants evidently relied upon the inability of the officers of the Government to obtain sufficient means and men reliable enough to run this claim down.

We have taken sufficient testimony and made sufficient investigations to justify the promise that the right of these claimants to the grant, as well as the existence of the original grant itself to one Baron Peralta, can be successfully defeated and many of the guilty parties exposed. Forgery, perjury, and subornation of perjury have been committed in almost every form.

To reach this result we have labored under many disadvantages for want of ample funds to probe each detail to the bottom, which should be done without delay. I therefore recommend that Congress be requested to make an additional appropriation of not less than $25,000 for this case, to be expended under your directions and according to your discretion in making the Government's defense absolute and complete, and that whatever portion you may deem proper may at any time be applied to the expense of bringing the criminals to justice.

This claim has been hanging over the best part of Arizona for a quarter of a century, clouding titles and forcing enterprising investors and citizens to pay for a release. The claim is enormously large, the land is withdrawn from sale, and settlement and initialed titles under the public-land laws have been suspended.

The largest and best mines and the irrigation enterprises in the Gila and Salt River valleys are covered by it. The capital of Arizona, Phœnix, and its most flourishing towns and the most thickly populated portion of the Territory has been held back and to-day stands waiting for the Government to speedily and successfully defeat, not only the claimant, if possible, but the claim itself. Congress can do no better thing for that vigorous and growing country than to speed such a result by allowing you ample funds promptly. The amount is indeed small when you take into consideration the ramification of the case, and almost a pittance when you consider the value of this claim, if confirmed, is estimated to be worth not less than $75,000,000—sufficiently valuable to induce scoundrels to resort to almost anything to secure it.

The grant carries all minerals, and is absolute and unconditional. If the claim is not fully and completely defeated, it will subject the Government and its citizens who are trying to develop the country to continual harassing, and will stand as a menace to every enterprise inaugurated for the development of the mining and agricultural interests. An instance can be cited in case No. 16719 in the Court of Claims, and I am reliably informed that one mining company paid $25,000 for a release of the

cloud this claim placed upon its property, and several other instances have been called to my notice. I am informed that many citizens have been induced to advance Reavis large sums of money, based upon his certified muniments of title, which are forgeries.

And now, to enable us to probe every fact to the bottom rapidly, will result in the defeat of the grant and the right of claimant, and should result in those engaged in this conspiracy being properly and promptly punished.

Such conspiracy, forgery, perjury, and subornation of perjury could only have reached its present dangerous stage except for want of sufficient funds to enable the execution officers to have it promptly exposed and the offenders brought to justice years ago. The longer this claim and the parties connected with it are permitted to go unexposed the more dangerous, troublesome, and expensive it becomes. The statutes of limitations have already forgiven many perjurers, one of whom confessed his part. I am satisfied as soon as it is understood that the Government is going to the very bottom of every detail we shall obtain very much in addition to that which we already have.

Congress should not hesitate a moment about making the appropriation. The case can be won before trial by its careful preparation.

I have the honor to be, your obedient servant,

MATT. G. REYNOLDS,
United States Attorney, Court of Private Land Claims.

The ATTORNEY-GENERAL,
Washington, D. C.

and old age making them almost useless to, and a barrier against younger and more useful men entering, the naval service, simply because the enlisted men of the Navy have not been placed on an equal footing with the regular soldiers and marines, relative to retirement. The following amendment will correct this great injustice done the enlisted men of the Navy, relative to retirement, and will serve to greatly increase the efficiency of this important branch of the regular service:

"*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That on and after the passage of this act, any enlisted man who has served thirty (30) years and upwards, honorably, in the United States Army, Navy, or Marine Corps, continuously or otherwise, shall, upon application to the President, be placed upon the retired list, and shall receive seventy-five (75) per centum of the pay and allowances of his rank, rate, or position: *Provided, also*, That honorable service in the United States Army, Navy, or Marine Corps shall be computed as within the thirty (30) years necessary to entitle him to be retired under the provisions of this act."

Henry F. Picking, Capt., U. S. N; A. Marix, Lieut. Commander, U. S. N; Albert Mertz, Lieut., U. S. N; A. G. Berry, Lieutenant, U. S. N; C. C. Freeman, sailmaker, U. S. N; John J. Byrne, sailmaker, U. S. N; Chas. E. Hawkins, Joseph W. Butts, Solomon Briggs, Thomas J. Murphey, J. W. Taylor, Peter Woelms, John Boland, John Kelly, John Williams, Thomas Cremen, Charles Herney, Thomas Spence, Hill Stewart, James Wright.

[First indorsement.]

U. S. RECEIVING SHIP MINNESOTA,
New York, January 26, 1895.

Approved and forwarded to the commandant navy-yard, New York.

HENRY F. PICKING,
Captain, United States Navy, Commanding.

[Second indorsement.]

NAVY-YARD, NEW YORK, *February 2, 1895.*

Respectfully forwarded to the Department, approved.

M. SICARD,
Commodore, U. S. N., Commandant Navy-Yard and Station.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 287.

COLLECTING THE REVENUE FROM CUSTOMS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriations for defraying the expenses of collecting the revenue from customs for the fiscal year ending June 30, 1896.

FEBRUARY 7, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., January 31, 1895.

SIR: In accordance with the provisions of section 5 of the act of August 5, 1882 (22 Stat., p. 256), I have the honor to transmit herewith estimates of appropriations for defraying the expenses of collecting the revenue from customs for the fiscal year ending June 30, 1896.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, showing the number of employees and the salaries required, for each collection district.

MAINE.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Bangor, district of Bangor.				
Collector	1	.....	$3,000.00	$3,000.00
Deputy collector and inspector	1	.....	1,600.00	1,600.00
Do	1	$4.00	.....	1,464.00
Do	2	3.00	.....	2,196.00
Inspector	3	3.00	.....	3,294.00
Total	8	.....	.....	11,554.00
Port of Bath, district of Bath.				
Collector	1	.....	1,713.76	1,713.76
Deputy collector, inspector, weigher, gauger, and measurer	1	4.00	.....	1,464.00
Do	1	3.00	.....	1,098.00
Inspector, weigher, measurer, gauger, and storekeeper	2	3.00	.....	2,196.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Deputy collector	1	2.50	.....	915.00
Deputy collector and inspector	1	.....	720.00	720.00
Inspector	1	.95	.....	347.70
Do	1	.70	.....	256.20
Total	10	.....	.....	9,808.66

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MAINE—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Belfast, district of Belfast.				
Collector	1	.....	$826.09	$826.09
Deputy collector, weigher, and measurer	1	$2.50	.....	915.00
Deputy collector and inspector	1	2.00	.....	732.00
Do	1	.....	150.00	150.00
Do	1	.....	100.00	100.00
Do	1	.....	300.00	300.00
Total	6	.....	.....	3,023.09
Port of Castine, district of Castine.				
Collector	1	.....	613.55	613.55
Deputy collector and inspector	1	2.50	.....	915.00
Do	2	2.00	.....	1,464.00
Do	1	*1.65	.....	518.00
Do	1	1.00	.....	366.00
Total	6	.....	.....	3,876.65
Port of Eastport, district of Passamaquoddy.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector and inspector	1	.....	1,600.00	1,600.00
Do	2	3.00	.....	2,196.00
Do	2	2.50	.....	1,830.00
Deputy collector	1	.....	1,200.00	1,200.00
Do	1	4.00	.....	1,464.00
Do	1	2.00	.....	732.00
Inspector	5	3.00	.....	5,490.00
Do	2	2.50	.....	1,830.00
Do	4	2.00	.....	2,928.00
Total	20	.....	.....	22,270.00
Port of Ellsworth, district of Frenchman's Bay.				
Collector	1	.....	874.16	874.16
Deputy collector and inspector	1	.....	900.00	900.00
Do	1	.....	700.00	700.00
Do	1	2.00	.....	732.00
Do	1	1.65	.....	603.90
Storekeeper	5	.....	†24.00	120.00
Total	10	.....	.....	3,930.06
Port of Houlton, district of Aroostook.				
Collector	1	.....	1,500.00	1,500.00
Deputy collector and inspector	1	4.00	.....	1,464.00
Do	4	3.00	.....	4,392.00
Do	6	2.00	.....	4,392.00
Do	1	2.50	.....	915.00
Inspector	2	2.00	.....	1,464.00
Total	15	.....	.....	14,127.00
Port of Kennebunk, district of Kennebunk.				
Collector	1	.....	53.40	53.40
Deputy collector, inspector, weigher, gauger, and measurer	1	1.60	.....	585.60
Do	1	‡1.00	.....	12.00
Total	3	.....	.....	651.00
Port of Machias, district of Machias.				
Collector	1	.....	1,342.00	1,342.00
Deputy collector, inspector, and clerk	1	2.50	.....	915.00
Deputy collector and inspector	1	2.00	.....	732.00
Do	1	.....	300.00	300.00
Inspector	1	2.00	.....	732.00
Total	5	.....	.....	4,021.00
Port of Saco, district of Saco.				
Collector	1	.....	288.55	288.55

*Not to include Sundays. † Reimbursable. ‡ Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MAINE—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Portland, district of Portland and Falmouth.				
Collector	1	.....	$6,000.00	$6,000.00
Surveyor	1	.....	4,500.00	4,500.00
Appraiser	1	.....	3,000.00	3,000.00
Deputy collector	1	.....	3,000.00	3,000.00
Inspector, weigher, and gauger	1	.....	2,000.00	2,000.00
Clerk and superintendent of warehouse	1	.....	*1,500.00	1,500.00
Clerk	3	.....	1,200.00	3,600.00
Acting deputy collector and clerk	1	.....	1,200.00	1,200.00
Inspector and clerk	1	.....	1,100.00	1,100.00
Inspector and storekeeper	1	.....	†1,100.00	1,100.00
Inspector	8	$3.00	.....	8,784.00
Inspector and gauger	1	3.00	.....	1,098.00
Sampler and laborer	1	.....	840.00	840.00
Marker	1	.....	730.00	730.00
Night watchman	3	2.00	.....	2,196.00
Messenger	1	.....	650.00	650.00
Boatman	2	2.00	.....	1,464.00
Total	29	.....	.....	42,762.00
Port of Waldoboro, district of Waldoboro.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector, inspector, weigher, gauger, and measurer	2	3.00	.....	2,196.00
Do	1	2.25	.....	823.50
Do	3	2.00	.....	2,196.00
Total	7	.....	.....	8,215.50
Port of Wiscasset, district of Wiscasset.				
Collector	1	.....	945.04	945.04
Deputy collector, inspector, weigher, gauger, measurer, and clerk	1	2.50	.....	915.00
Deputy collector, inspector, weigher, gauger, and measurer	1	2.50	.....	915.00
Deputy collector, inspector, weigher, gauger, measurer, and storekeeper	1	‡1.50	.....	549.00
Total	4	.....	.....	3,324.04
Port of York, district of York.				
Collector	1	.....	252.90	252.90

NEW HAMPSHIRE.

Port of Portsmouth, district of Portsmouth.				
Collector	1	.....	$2,182.11	$2,182.11
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Inspector	1	$4.00	.....	1,464.00
Inspector, weigher, gauger, and measurer	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Deputy collector and inspector	1	2.50	.....	915.00
Boatman	1	.....	400.00	400.00
Total	7	.....	.....	8,357.11

VERMONT.

Port of Burlington, district of Vermont.				
Collector	1	.....	$2,512.00	$2,512.00
Deputy collector, inspector, and clerk	1	.....	2,200.00	2,200.00
Do	1	.....	2,000.00	2,000.00
Deputy collector	1	.....	1,800.00	1,800.00
Deputy collector and assistant cashier	1	.....	1,600.00	1,600.00
Deputy collector, inspector and clerk	1	.....	1,600.00	1,600.00
Deputy collector	3	.....	1,500.00	4,500.00
Deputy collector and inspector	1	.....	1,500.00	1,500.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,200.00	1,200.00

* $300 reimbursable.
† Reimbursable.
‡ Reimbursable at the rate of $12 per annum when employed as storekeeper.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

VERMONT—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Burlington, district of Vermont—Continued.				
Deputy collector	1	.....	$1,095.00	$1,095.00
Deputy collector and cashier	1	.....	1,095.00	1,095.00
Deputy collector and inspector	11	.....	1,095.00	12,045.00
Do	2	.....	*1,095.00	2,190.00
Do	10	$3.00	.....	10,980.00
Do	4	*3.00	.....	4,392.00
Do	18	.....	840.00	15,120.00
Deputy collector	1	.....	840.00	840.00
Deputy collector and inspector	1	.....	800.00	800.00
Do	6	.....	730.00	4,380.00
Do	2	.....	*730.00	1,460.00
Do	1	2.00	.....	732.00
Do	1	1.65	.....	603.90
Do	1	.....	600.00	600.00
Messenger	1	.....	730.00	730.00
Mounted inspector	1	.....	‡840.00	1,114.50
Tally clerk	2	†30.00	.....	720.00
Total	76	.....	.....	79,209.40

MASSACHUSETTS.

Port of Barnstable, district of Barnstable.				
Collector	1	.....	$1,703.96	$1,703.96
Deputy collector, inspector, weigher, gauger, and measurer	1	.....	900.00	900.00
Deputy collector and inspector	1	$2.00	.....	732.00
Assistant deputy collector and inspector	1	1.35	.....	494.10
Deputy collector and inspector	4	1.35	.....	1,976.40
Storekeeper	5	.....	*50.00	250.00
Total	13	.....	.....	6,056.46
Port of Boston, district of Boston and Charlestown.				
COLLECTOR'S OFFICE.				
Collector	1	.....	8,000.00	8,000.00
Comptroller and principal clerk	1	.....	5,000.00	5,000.00
Deputy collector	3	.....	3,000.00	9,000.00
Auditor and disbursing clerk	1	.....	3,000.00	3,000.00
Cashier	1	.....	3,000.00	3,000.00
Assistant cashier	1	.....	2,200.00	2,200.00
Secretary and chief clerk	1	.....	2,500.00	2,500.00
Chief clerk	4	.....	2,000.00	8,000.00
Weigher	1	.....	2,000.00	2,000.00
Superintendent of warehouses	1	.....	2,000.00	2,000.00
Clerk	3	.....	1,800.00	5,400.00
Clerk and storekeeper	1	.....	1,800.00	1,800.00
Do	1	.....	1,600.00	1,600.00
Clerk	16	.....	1,600.00	25,600.00
Assistant weigher	3	.....	1,600.00	4,800.00
Gauger	1	.....	1,600.00	1,600.00
Clerk	22	.....	1,400.00	30,800.00
Inspector	75	4.00	.....	109,800.00
Assistant weigher	16	4.00	.....	23,424.00
Assistant gauger	2	4.00	.....	2,928.00
Storekeeper	12	.....	*1,400.00	16,800.00
Clerk	17	.....	1,200.00	20,400.00
Measurer of marble	1	§3.50	.....	1,281.00
Weigher's clerk	3	.....	1,200.00	3,600.00
Clerk and inspectress	1	.....	1,000.00	1,000.00
Clerk	9	.....	1,000.00	9,000.00
Carpenter	1	3.00	.....	1,098.00
Watchman	1	3.00	.....	1,098.00
Night inspector	30	3.00	.....	32,940.00
Clerk	2	.....	875.00	1,750.00
Do	14	.....	840.00	11,760.00
Do	1	.....	800.00	800.00
Stenographer and typewriter	1	.....	800.00	800.00
Foreman of laborers	1	.....	840.00	840.00
Assistant storekeeper	10	.....	*800.00	8,000.00

*Reimbursable. †Per month. ‡75 cents per diem for horse feed. §When employed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MASSACHUSETTS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Boston, district of Boston and Charlestown—Cont'd.				
COLLECTOR'S OFFICE—continued.				
Messenger	9	.....	$840.00	$7,560.00
Do	1	.....	800.00	800.00
Do	10	.....	720.00	7,200.00
Do	1	.....	700.00	700.00
Messenger and janitor	1	.....	700.00	700.00
Weigher's clerk	1	.....	840.00	840.00
Weigher's messenger	3	.....	840.00	2,520.00
Do	2	.....	720.00	1,440.00
Watchman	1	.....	800.00	800.00
Night watchman	8	$2.00	.....	5,856.00
Boatman	4	2.25	.....	3,294.00
Porter	22	.....	700.00	15,400.00
Freight elevator man	7	.....	800.00	5,600.00
Janitor	1	.....	720.00	720.00
Total	330	.....	.....	417,049.00
NAVAL OFFICE.				
Naval officer	1	.....	5,000.00	5,000.00
Deputy naval officer	1	.....	2,500.00	2,500.00
Assistant deputy naval and seizing officer	1	.....	2,000.00	2,000.00
Private secretary	1	.....	2,000.00	2,000.00
Clerk	2	.....	1,800.00	3,600.00
Clerk and acting deputy naval officer	1	.....	1,800.00	1,800.00
Clerk	3	.....	1,600.00	4,800.00
Do	1	.....	1,400.00	1,400.00
Do	2	.....	1,200.00	2,400.00
Do	3	.....	840.00	2,520.00
Messenger	1	.....	840.00	840.00
Total	17	.....	.....	28,860.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	5,000.00	5,000.00
Deputy surveyor	1	.....	2,500.00	2,500.00
Clerk and assistant to surveyor and acting deputy surveyor	1	.....	2,000.00	2,000.00
Clerk	1	.....	1,600.00	1,600.00
Do	1	.....	1,500.00	1,500.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,200.00	1,200.00
Messenger	1	.....	840.00	840.00
Do	1	.....	720.00	720.00
Total	9	.....	.....	16,760.00
APPRAISER'S OFFICE.				
Appraiser	1	.....	3,000.00	3,000.00
Assistant appraiser	2	.....	2,500.00	5,000.00
Examiner of drugs, etc	1	.....	2,500.00	2,500.00
Examiner	4	.....	2,000.00	8,000.00
Do	3	.....	1,800.00	5,400.00
Do	1	.....	1,600.00	1,600.00
Do	5	.....	1,400.00	7,000.00
Do	1	.....	1,200.00	1,200.00
Sampler	1	.....	1,200.00	1,200.00
Do	2	.....	1,000.00	2,000.00
Do	1	.....	900.00	900.00
Private secretary	1	.....	1,400.00	1,400.00
Opener and packer	2	.....	900.00	1,800.00
Clerk	3	.....	875.00	2,625.00
Do	1	.....	840.00	840.00
Messenger	4	.....	840.00	3,360.00
Opener and packer	14	.....	840.00	11,760.00
Porter	5	.....	700.00	3,500.00
Sugar sampler	1	.....	875.00	875.00
Sampler	1	.....	840.00	840.00
Total	54	.....	.....	64,800.00
RECAPITULATION.				
Collectors' office	330	.....	.....	417,049.00
Naval office	17	.....	.....	28,860.00
Surveyor's office	9	.....	.....	16,760.00
Appraisers' office	54	.....	.....	64,800.00
Total	410	.....	.....	527,469.00

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MASSACHUSETTS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Edgartown, district of Edgartown.				
Collector	1	.....	$448.09	$448.09
Deputy collector, inspector, weigher, gauger, and measurer	2	$2.00	.....	1,464.00
Boatman	1	.....	300.00	300.00
Total	4	.....	.....	2,212.09
Port of Fall River, district of Fall River.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector, weigher, gauger, and measurer	1	.....	1,600.00	1,600.00
Inspector, weigher, and measurer	1	3.00	.....	1,098.00
Boatman	1	.....	300.00	300.00
Total	4	.....	.....	5,998.00
Port of Gloucester, district of Gloucester.				
Collector	1	.....	4,577.75	4,577.75
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Clerk	1	.....	1,000.00	1,000.00
Inspector and boarding office	3	3.00	.....	3,294.00
Inspector and weigher	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Storekeepers	4	.....	*1,400.00	5,600.00
Boatman	1	†40.00	.....	480.00
Storekeeper	2	.....	1,400.00	2,800.00
Total	15	.....	.....	21,147.75
Port of Marblehead, district of Marblehead.				
Collector	1	.....	320.67	320.67
Deputy collector, inspector, weigher, gauger, measurer, and boatman	1	.....	1,000.00	1,000.00
Deputy collector and inspector	1	2.00	.....	732.00
Total	3	.....	.....	2,052.67
Port of Nantucket, district of Nantucket.				
Collector	1	.....	267.75	267.75
Port of New Bedford, district of New Bedford.				
Collector	1	.....	2,000.00	2,000.00
Deputy collector, inspector, and clerk	1	.....	1,500.00	1,500.00
Clerk and inspector	1	.....	1,000.00	1,000.00
Inspector, weigher, gauger, and measurer	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Total	5	.....	.....	6,696.00
Port of Newburyport, district of Newburyport.				
Collector	1	.....	242.35	242.35
Deputy collector and inspector	1	.....	1,000.00	1,000.00
Total	2	.....	.....	1,242.35
Port of Plymouth, district of Plymouth.				
Collector	1	.....	932.54	932.54
Deputy collector	1	.....	1,000.00	1,000.00
Total	2	.....	.....	1,932.54
Port of Salem, district of Salem and Beverly.				
Collector	1	.....	782.84	782.84
Deputy collector and inspector	1	4.00	.....	1,464.00
Weigher and inspector	1	3.00	.....	1,098.00
Inspector	2	3.00	.....	2,196.00
Boatman	1	.....	480.00	480.00
Total	6	.....	.....	6,020.84

*Reimbursable.

†Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MASSACHUSETTS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Springfield, district of Hartford, Conn.				
Surveyor	1	.....	$3,430.45	$3,430.45
Deputy surveyor and clerk	1	.....	900.00	900.00
Total	2	.....	.....	4,330.45

RHODE ISLAND.

Port of Bristol, district of Bristol and Warren.				
Collector	1	.....	$44.97	$44.97
Port of Newport, district of Newport.				
Collector	1	.....	300.48	300.48
Deputy collector and clerk	1	.....	1,000.00	1,000.00
Deputy collector and inspector	1	$1.00	.....	366.00
Inspector	1	1.00	.....	366.00
Total	4	.....	.....	2,032.48
Port of Providence, district of Providence.				
Collector	1	.....	4,535.90	4,535.90
Deputy collector and cashier	1	.....	2,000.00	2,000.00
Deputy collector, inspector, and clerk	1	.....	2,000.00	2,000.00
Clerk	1	.....	1,500.00	1,500.00
Inspector, weigher, gauger, and measurer	4	3.50	.....	5,124.00
Inspector and examiner	1	3.50	.....	1,281.00
Messenger and storekeeper	1	.....	600.00	600.00
Storekeeper	1	.....	* 730.00	730.00
Boatman	1	.....	600.00	600.00
Opener and packer	1	.....	600.00	600.00
Total	13	.....	.....	18,970.90

CONNECTICUT.

Port of Bridgeport, district of Fairfield.				
Collector	1	.....	$2,744.70	$2,744.70
Deputy collector, weigher, gauger, and measurer	1	.....	1,600.00	1,600.00
Inspector and clerk	1	.....	1,095.00	1,095.00
Deputy collector, inspector, and clerk	1	.....	1,200.00	1,200.00
Total	4	.....	.....	6,639.70
Port of Hartford, district of Hartford.				
Collector	1	.....	3,430.45	3,430.45
Deputy collector and acting appraiser	1	.....	1,800.00	1,800.00
Clerk	1	.....	1,200.00	1,200.00
Deputy collector, inspector, and clerk	1	.....	1,100.00	1,100.00
Inspector, weigher, and clerk	1	.....	900.00	900.00
Storekeeper	1	.....	* 200.00	200.00
Do	1	.....	100.00	100.00
Total	7	.....	.....	8,730.45
Port of New Haven, district of New Haven.				
Collector	1	.....	3,094.47	3,094.47
Deputy collector, inspector, and clerk	1	.....	1,600.00	1,600.00
Do	1	.....	1,200.00	1,200.00
Inspector and clerk	1	$3.00	.....	1,098.00
Inspector, weigher, gauger, and measurer	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Total	6	.....	.....	9,188.47
Port of New London, district of New London.				
Collector	1	.....	475.73	475.73
Deputy collector and inspector	1	.....	1,500.00	1,500.00
Inspector, weigher, gauger, and measurer	3	3.00	.....	3,294.00
Total	5	.....	.....	5,269.73

* Reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

CONNECTICUT—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Stonington, district of Stonington.				
Collector	1	.....	$504.07	$504.07
Deputy collector	1	.....	500.00	500.00
Total	2	.....	.....	1,004.07

NEW YORK.

Port of Albany, district of New York.				
Surveyor	1	.....	$5,000.00	$5,000.00
Deputy surveyor and inspector	1	$4.00	.....	1,464.00
Do	1	3.00	.....	1,098.00
Inspector	4	3.00	.....	4,392.00
Total	7	.....	.....	11,954.00
Port of Buffalo, district of Buffalo Creek.				
Collector	1	.....	4,500.00	4,500.00
Appraiser	1	.....	2,000.00	2,000.00
Deputy collector and clerk	1	.....	2,500.00	2,500.00
Do	1	.....	*1,500.00	1,500.00
Cashier	1	.....	1,500.00	1,500.00
Bookkeeper	1	.....	1,400.00	1,400.00
Deputy collector and clerk	1	.....	1,200.00	1,200.00
Clearance clerk	1	.....	1,100.00	1,100.00
Impost and statistical clerk	1	.....	1,400.00	1,400.00
Messenger	1	.....	800.00	800.00
Deputy collector and inspector	1	4.00	.....	1,464.00
Do	1	†3.50	.....	1,281.00
Do	4	3.00	.....	4,392.00
Deputy collector, inspector, and storekeeper	1	3.00	.....	1,098.00
Inspector	1	.....	1,300.00	1,300.00
Do	1	3.50	.....	1,281.00
Do	13	3.00	.....	14,274.00
Deputy collector, inspector, and clearance clerk	1	*3.00	.....	1,098.00
Clerk and admeasurer	1	.....	1,200.00	1,200.00
Inspector of live stock	1	3.50	.....	1,281.00
Deputy collector, inspector, and night clearance clerk	1	‡3.00	.....	630.00
Storekeeper	1	.....	§1,100.00	1,100.00
Do	1	.....	§1,133.00	1,133.00
Laborer	1	.....	720.00	720.00
Inspector	2	§‡3.00	.....	2,196.00
Night inspector	1	2.50	.....	915.00
Total	42	.....	.....	53,263.00
Port of Cape Vincent, district of Cape Vincent.				
Collector	1	.....	2,500.00	2,500.00
Deputy collector	1	.....	1,500.00	1,500.00
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Do	3	3.00	.....	3,294.00
Do	8	‖3.00	.....	2,160.00
Do	2	2.00	.....	1,464.00
Do	1	1.25	.....	457.50
Do	4	‡2.00	.....	1,680.00
Inspector	1	¶3.00	.....	1,098.00
Total	22	.....	.....	15,353.50
Port of Dunkirk, district of Dunkirk.				
Collector	1	.....	1,026.40	1,026.40
Port of Greenport, district of Sag Harbor.				
Surveyor	1	.....	421.95	421.95

* And $1 per night when employed—reimbursable.
† $1 per diem—reimbursable.
‡ Navigation season.
§ Reimbursable.
‖ Three months.
¶ When employed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NEW YORK—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of New York, district of New York.				
COLLECTOR'S OFFICE.				
Collector	1	.....	$12,000.00	$12,000.00
Assistant collector (Jersey City)	1	.....	2,000.00	2,000.00
Chief clerk of customs	1	.....	5,000.00	5,000.00
Cashier	1	.....	5,000.00	5,000.00
Auditor	1	.....	4,000.00	4,000.00
Acting disbursing agent	1	.....	4,000.00	4,000.00
Deputy collector	8	.....	3,000.00	24,000.00
Chief clerk	1	.....	3,000.00	3,000.00
Do	4	.....	2,700.00	10,800.00
Do	4	.....	2,500.00	10,000.00
Chief clerk and superintendent of warehouses	1	.....	2,500.00	2,500.00
Assistant chief clerk	1	.....	2,500.00	2,500.00
Private secretary	1	.....	2,500.00	2,500.00
Paymaster	1	.....	2,500.00	2,500.00
Stenographer and appointment clerk	1	.....	2,200.00	2,200.00
Assistant cashier to collector	1	.....	2,000.00	2,000.00
Chief bookkeeper	1	.....	2,000.00	2,000.00
Paymaster of drawback	1	.....	2,000.00	2,000.00
Chief teller	1	.....	2,200.00	2,200.00
Teller	7	.....	2,000.00	14,000.00
Confidential clerk	6	.....	2,000.00	12,000.00
Clerk	4	.....	2,500.00	10,000.00
Do	1	.....	2,300.00	2,300.00
Do	14	.....	2,200.00	30,800.00
Do	12	.....	2,000.00	24,000.00
Entry clerk	1	.....	2,200.00	4,400.00
Clerk and cigar inspector	1	.....	2,000.00	2,000.00
Clerk	13	.....	1,800.00	23,400.00
Assistant bookkeeper	1	.....	1,600.00	1,600.00
Clerk	42	.....	1,600.00	67,200.00
Confidential clerk and stenographer	1	.....	1,500.00	1,500.00
Stenographer	1	.....	1,500.00	1,500.00
Carpenter	1	.....	1,500.00	1,500.00
Detective	1	.....	1,400.00	1,400.00
Do	1	$4.00	.....	1,464.00
Skilled laborer	1	4.00	.....	1,464.00
Clerk	62	.....	1,400.00	86,800.00
Inspector	310	4.00	.....	453,840.00
Storekeeper	58	.....	*1,400.00	81,200.00
Engineer	1	.....	1,200.00	1,200.00
Superintendent of supplies	1	.....	1,500.00	1,500.00
Bookbinder	1	.....	1,200.00	1,200.00
Clerk	82	.....	1,200.00	98,400.00
Carpenter	1	.....	1,000.00	1,000.00
Do	1	.....	1,100.00	1,100.00
Opener and packer	1	.....	1,095.00	1,095.00
Stenographer	1	.....	1,000.00	1,000.00
Engineer	1	.....	1,000.00	1,000.00
Storekeeper at Castle Garden	1	.....	1,000.00	1,000.00
Copyist	5	.....	1,000.00	5,000.00
Clerk	105	.....	1,000.00	105,000.00
Carpenter	1	.....	900.00	900.00
Night inspector	118	3.00	.....	129,564.00
Inspectress	9	3.00	.....	9,882.00
Watchman	38	.....	840.00	31,920.00
Usher	1	.....	840.00	840.00
Guide	2	.....	840.00	1,680.00
Messenger	1	.....	890.00	890.00
Do	77	.....	840.00	64,680.00
Floor bookkeeper	7	.....	840.00	5,880.00
Foreman	8	.....	840.00	6,720.00
Elevator man	8	.....	840.00	6,720.00
Searcher	2	.....	840.00	1,680.00
Laborer	1	.....	720.00	720.00
Assistant engineer	1	.....	840.00	840.00
Fireman	3	.....	840.00	2,520.00
Deputy collector (Cold Springs)	1	.....	200.00	200.00
Deputy collector (Newburg)	1	.....	750.00	750.00
Watchman	5	.....	720.00	3,600.00
Porter	1	.....	720.00	720.00
Bookbinder's assistant	1	.....	600.00	600.00

*One of whom is reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NEW YORK—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of New York, district of New York—Continued.				
COLLECTOR'S OFFICE—continued.				
Scrub woman	1	.....	$540.00	$540.00
Coastwise inspector	4	* $3.00	.....	720.00
Inspector	1	.05	.....	18.30
Weigher	7	.....	2,500.00	17,500.00
Gauger	1	.....	2,000.00	2,000.00
Assistant gauger	8	† 4.00	.....	10,048.00
Assistant weigher	60	† 4.00	.....	75,360.00
Gauger's laborer	28	† 2.50	.....	21,980.00
Weigher's janitor	7	† 2.00	.....	4,396.00
Total	1,175	.....	.....	1,544,931.30
NAVAL OFFICE.				
Naval officer	1	.....	8,000.00	8,000.00
Comptroller	1	.....	3,000.00	3,000.00
Clerk	1	.....	2,800.00	2,800.00
Auditor and clerk	1	.....	2,500.00	2,500.00
Clerk	3	.....	2,500.00	7,500.00
Deputy naval officer	1	.....	2,500.00	2,500.00
Clerk	10	.....	2,200.00	22,000.00
Do	12	.....	2,000.00	24,000.00
Private secretary	1	.....	2,000.00	2,000.00
Clerk	9	.....	1,800.00	16,200.00
Do	13	.....	1,600.00	20,800.00
Do	12	.....	1,400.00	16,800.00
Do	13	.....	1,200.00	15,600.00
Do	15	.....	1,000.00	15,000.00
Clerk and messenger	1	.....	1,000.00	1,000 00
Stenographer	1	.....	1.000.00	1,000.00
Messenger	12	.....	840.00	10,080.00
Do	1	.....	660.00	660.00
Do	1	.....	720.00	720.00
Do	2	.....	600.00	1,200.00
Total	111	.....	.....	173,360.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	8,000.00	8,000.00
Clerk and auditor	1	.....	5,000.00	5,000.00
Deputy surveyor	3	.....	2,500.00	7,500.00
Private secretary	1	.....	2,000.00	2,000.00
Clerk	2	.....	1,800.00	3,600.00
Do	8	.....	1,600.00	12,800.00
Do	2	.....	1,400.00	2,800.00
Do	2	.....	1,200.00	2,400.00
Inspector and measurer of vessels	6	4.00	.....	8,784.00
Messenger	9	.....	840.00	7,560.00
Foreman of laborers	1	.....	840.00	840.00
Messenger	5	.....	720.00	3,600.00
Total	41	.....	.....	64,884.00
APPRAISER'S OFFICE.				
Appraiser	1	.....	6,000.00	6,000.00
Assistant appraisers	10	.....	3,000.00	30,000.00
Chief clerk	1	.....	2,500.00	2,500.00
Stenographer	1	.....	2,200.00	2,200.00
Private secretary	1	.....	2,000.00	2,000.00
Examiner	16	.....	2,500.00	40,000.00
Do	1	.....	2,400.00	2,400.00
Do	1	.....	2,300.00	2,300.00
Do	14	.....	2,200.00	30,800.00
Do	1	.....	2,100.00	2,100.00
Do	22	.....	2,000.00	44,000.00
Do	22	.....	1,800.00	39,600.00
Do	1	.....	1,600.00	1,600.00
Clerk	1	.....	1,800.00	1,800.00
Do	1	.....	1,700.00	1,700.00
Do	6	.....	1,600.00	9,600.00
Clerk and verifier	7	.....	1,400.00	9,800.00
Do	10	.....	1,200.00	12,000.00

* Not to exceed $180 per annum.

† Not to include Sunday.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NEW YORK—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of New York, district of New York—Continued.				
APPRAISER'S OFFICE—continued.				
Clerk	2	.....	$1,200.00	$2,400.00
Sampler	28	.....	1,200.00	33,600.00
Analyst	1	.....	1,200.00	1,200.00
Clerk and verifier	1	.....	1,150.00	1,150.00
Do	8	.....	1,000.00	8,000.00
Sampler	2	.....	1,150.00	2,300.00
Foreman of openers and packers	8	.....	1,000.00	8,000.00
Clerk	3	.....	1,000.00	3,000.00
Opener and packer	39	.....	900.00	35,100.00
Clerk	26	.....	864.00	22,464.00
Messenger	32	.....	840.00	26,880.00
Opener and packer	94	.....	840.00	78,960.00
Stenciler	2	*$2.75	.....	1,727.00
Appraisers' laborer	21	.....	840.00	17,640.00
Total	384	.....	.....	482,821.00
RECAPITULATION.				
Collector's office	1,175	.....	.....	1,544,931.30
Naval office	111	.....	.....	173,360.00
Surveyor's office	41	.....	.....	64,884.00
Appraisers' office	384	.....	.....	482,821.00
Total	1,711	.....	.....	2,265,996.30
Office of the president of the Board of General Appraisers, port of New York.				
General appraiser	9	.....	7,000.00	6,300.00
Chief clerk	1	.....	2,750.00	2,750.00
Sample clerk	1	.....	2,000.00	2,000.00
Clerk	1	.....	2,000.00	2,000.00
Stenographer and typewriter	1	.....	1,800.00	1,800.00
Clerk	2	.....	1,600.00	3,200.00
Do	3	.....	1,400.00	4,200.00
Do	6	.....	1,200.00	7,200.00
Do	2	.....	1,000.00	2,000.00
Do	2	.....	900.00	1,800.00
Do	1	†65.00	.....	780.00
Clerk and stenographer	1	.....	1,200.00	1,200.00
Do	1	†55.00	.....	660.00
Stenographer and typewriter	.....	†65.00	.....	780.00
Elevator man	1	.....	720.00	720.00
Messenger	1	.....	840.00	840.00
Clerk and messenger	1	.....	1,000.00	1,000.00
Messenger	1	.....	720.00	720.00
Watchman and laborer	1	.....	720.00	720.00
Opener and packer	1	*3.00	.....	942.00
Do	.....	*2.75	.....	863.50
Charwoman	1	.....	360.00	360.00
Total	38	.....	.....	99,535.50
Port of Ogdensburg, district of Oswegatchie.				
Collector	1	.....	2,529.00	2,529.00
Deputy collector and inspector	1	.....	1,600.00	1,600.00
Deputy collector, inspector, and clerk	1	.....	1,400.00	1,400.00
Deputy collector and inspector	2	.....	1,200.00	2,400.00
Do	1	.....	1,000.00	1,000.00
Do	5	.....	600.00	3,000.00
Do	1	‡4.00	.....	1,464.00
Do	5	3.00	.....	5,490.00
Do	1	2.50	.....	915.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Clerk	1	.....	900.00	900.00
Inspector	1	‡4.50	.....	1,647.00
Do	1	3.00	.....	1,098.00
Total	22	.....	.....	24,541.00

*Not to include Sundays. †Per month. ‡Reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June, 30, 1896, etc.—Continued.

NEW YORK—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Oswego, district of Oswego.				
Collector	1	.....	$3,077.70	$3,077.70
Deputy collector	1	.....	1,800.00	1,800.00
Deputy collector and cashier	1	.....	1,500.00	1,500.00
Deputy collector and clerk	1	.....	1,200.00	1,200.00
Deputy collector	1	.....	1,200.00	1,200.00
Deputy collector and clerk	1	.....	1,000.00	1,000.00
Chief inspector	1	$3.25	.....	1,189.50
Deputy collector and inspector	5	*3.00	.....	3,150.00
Do	2	2.00	.....	1,464.00
Inspector	6	*3.00	.....	3,780.00
Do	1	†*3.00	.....	630.00
Total	21	.....	.....	19,991.20
Port of Patchogue.				
Surveyor	1	.....	432.75	432.75
Port of Port Jefferson.				
Surveyor	1	.....	103.19	103.19
Deputy surveyor	1	‡1.00	.....	12.00
Total	2	.....	.....	115.19
Port of Plattsburg, district of Champlain.				
Collector	1	.....	2,500.00	2,500.00
Deputy collector and inspector	1	.....	2,000.00	2,000.00
Deputy collector and clerk	1	.....	1,800.00	1,800.00
Deputy collector and inspector	1	.....	1,500.00	1,500.00
Do	2	.....	1,200.00	2,400.00
Do	3	.....	900.00	2,700.00
Do	6	.....	800.00	4,800.00
Do	1	.....	†1,095.00	1,095.00
Do	1	.....	§982.50	982.50
Do	14	3.00	.....	15,372.00
Inspector	2	3.00	.....	2,196.00
Total	33	.....	.....	37,345.50
Port of Rochester, district of Genesee.				
Collector	1	.....	3,554.78	3,554.78
Deputy collector and clerk	1	.....	1,800.00	1,800.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,300.00	1,300.00
Deputy collector and inspector	1	4.00	.....	1,464.00
Deputy collector and clerk	1	3.85	.....	1,409.10
Do	1	3.00	.....	1,098.00
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Inspector and gauger	1	3.00	.....	1,098.00
Deputy collector and storekeeper	1	.....	†300.00	300.00
Storekeeper, opener, and packer	1	.....	720.00	720.00
Deputy collector and inspector	6	*3.00	.....	3,780.00
Scrubber and cleaner	1	.....	120.00	120.00
Total	18	.....	.....	19,243.88
Port of Sag Harbor, district of Sag Harbor.				
Collector	1	.....	421.95	421.95
Port of Suspension Bridge, district of Niagara.				
Collector	1	.....	4,265.00	4,265.00
Deputy collector and clerk	1	.....	2,500.00	2,500.00
Do	1	.....	1,500.00	1,500.00
Do	2	.....	1,400.00	2,800.00
Deputy collector and cashier	1	.....	1,400.00	1,400.00
Deputy collector, inspector, and clerk	1	.....	1,450.00	1,450.00
Messenger and clerk	1	.....	900.00	900.00
Deputy collector and inspector	1	4.00	.....	1,464.00
Do	25	3.00	.....	27,450.00
Do	4	*3.00	.....	2,520.00
Deputy collector and inspector	2	†3.00	.....	2,196.00
Storekeeper	1	.....	†1,400.00	1,400.00
Inspector	1	*4.00	.....	840.00
Inspectress	1	2.00	.....	732.00
Total	43	.....	.....	51,417.00

*For seven months. †Reimbursable. ‡Per month. §Includes 50 cents per diem for horse feed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NEW JERSEY.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Bridgeton, district of Bridgeton.				
Collector	1	.....	$1,534.75	$1,534.75
Deputy collector and inspector	2	.....	120.00	240.00
Deputy collector	1	.....	500.00	500.00
Total	4	.....	.....	2,274.75
Port of Trenton, district of Burlington.				
Collector	1	.....	397.80	397.80
Port of Newark, district of Newark.				
Collector	1	.....	3,718.67	3,718.67
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Storekeeper	1	*$4.00	.....	1,464.00
Inspector and clerk	1	3.00	.....	1,098.00
Total	4	.....	.....	7,480.67
Port of Perth Amboy, district of Perth Amboy.				
Collector	1	.....	1,437.16	1,437.16
Deputy collector	1	.....	1,200.00	1,200.00
Inspector and clerk	1	.....	840.00	840.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Inspector	2	3.00	.....	2,196.00
Do	1	.....	600.00	600.00
Storekeeper	1	.....	*600.00	600.00
Boatman and janitor	1	1.50	.....	549.00
Total	9	.....	.....	8,520.16
Port of Somers Point, district of Great Egg Harbor.				
Collector	1	.....	551.50	551.50
Deputy collector	1	.....	500.00	500.00
Total	2	.....	.....	1,051.50
Port of Tuckerton, district of Little Egg Harbor.				
Collector	1	.....	274.90	274.90

PENNSYLVANIA.

Port of Erie, district of Erie.				
Collector	1	.....	$1,616.42	$1,616.42
Deputy collector and inspector	1	.....	1,400.00	1,400.00
Do	1	†$3.00	.....	630.00
Total	3	.....	.....	3,646.42
Port of Philadelphia, district of Philadelphia.				
COLLECTOR'S OFFICE				
Collector	1	.....	8,000.00	8,000.00
Deputy collector	1	.....	3,000.00	3,000.00
Assistant collector (Camden, N. J.)	1	.....	1,500.00	1,500.00
Cashier	1	.....	3,000.00	3,000.00
Auditor	1	.....	4,500.00	4,500.00
Assistant auditor	1	.....	2,000.00	2,000.00
Assistant cashier	1	.....	2,500.00	2,500.00
Do	1	.....	2,000.00	2,000.00
Chief clerk and acting deputy collector	1	.....	2,000.00	2,000.00
Chief of division	1	.....	2,500.00	2,500.00
Do	6	.....	2,000.00	12,000.00
Secretary and confidential clerk	1	.....	2,500.00	2,500.00
Clerk	1	.....	1,800.00	1,800.00
Do	8	.....	1,600.00	12,800.00
Do	9	.....	1,400.00	12,600.00
Chief inspector	1	4.00	.....	1,464.00
Clerk	9	.....	1,200.00	10,800.00

*Reimbursable.

†For seven months.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

PENNSYLVANIA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Philadelphia, district of Philadelphia—Continued.				
COLLECTOR'S OFFICE—continued.				
Assistant gauger	1	.....	$1,200.00	$1,200.00
Assistant storekeeper	10	.....	*1,200.00	12,000.00
Captain of surveyor's watchmen	1	$3.50	.....	1,281.00
Inspector	63	3.50	.....	80,703.00
Assistant weigher	21	.....	1,100.00	26,400.00
Do	8	†6.00	.....	8,800.00
Foreman	2	.....	875.00	1,750.00
Searcher	1	.....	840.00	840.00
Stenciler	1	.....	840.00	840.00
Foreman of weigher's laborers	1	.....	840.00	840.00
Night watchman	1	.....	840.00	840.00
Watchman	4	.....	840.00	3,360.00
Do	2	.....	720.00	1,440.00
Do	3	.....	600.00	1,800.00
Surveyor's watchman	42	.....	840.00	35,280.00
Messenger	5	.....	840.00	4,200.00
Do	2	.....	720.00	1,440.00
Do	7	.....	600.00	4,200.00
Carpenter	1	.....	875.00	875.00
Typewriter	1	.....	840.00	840.00
Marker	1	.....	720.00	720.00
Measurer's laborer	1	.....	840.00	840.00
Gauger's laborer	1	.....	840.00	840.00
Laborer	1	.....	840.00	840.00
Do	17	.....	700.00	11,900.00
Do	4	.....	600.00	2,400.00
Skilled laborer	10	.....	720.00	7,200.00
Watchman and storekeeper	1	.....	600.00	600.00
Total	261	.....	.....	299,233.00
NAVAL OFFICE.				
Naval officer	1	.....	5,000.00	5,000.00
Deputy naval officer	1	.....	2,500.00	2,500.00
Chief clerk	1	.....	2,000.00	2,000.00
Clerk and deputy naval officer	1	.....	1,600.00	1,600.00
Clerk	1	.....	1,400.00	1,400.00
Do	2	.....	1,200.00	2,400.00
Confidential clerk and secretary	1	.....	1,200.00	1,200.00
Clerk	3	.....	900.00	2,700.00
Messenger	1	.....	840.00	840.00
Total	12	.....	.....	19,640.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	5,000.00	5,000.00
Deputy surveyor	2	.....	2,500.00	5,000.00
Chief clerk	1	.....	2,000.00	2,000.00
Clerk	1	.....	1,400.00	1,400.00
Do	1	.....	1,200.00	1,200.00
Messenger	1	.....	840.00	840.00
Do	1	.....	720.00	720.00
Total	8	.....	.....	16,160.00
APPRAISER'S OFFICE.				
Appraiser	1	.....	3,000.00	3,000.00
Assistant appraiser	2	.....	2,500.00	5,000.00
Chief clerk	1	.....	2,000.00	2,000.00
Examiner	2	.....	1,800.00	3,600.00
Do	4	.....	1,700.00	6,800.00
Do	1	.....	1,650.00	1,650.00
Do	3	.....	1,600.00	4,800.00
Do	2	.....	1,400.00	2,800.00
Examiner of drugs	1	.....	1,000.00	1,000.00
Clerk	1	.....	1,600.00	1,600.00
Do	3	.....	1,400.00	4,200.00
Confidential clerk	1	.....	1,200.00	1,200.00
Receiving clerk	1	.....	840.00	840.00
Assistant sugar sampler	5	.....	810.00	4,050.00

* Reimbursable. † When employed—not to exceed $1,100 per annum each.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

PENNSYLVANIA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Philadelphia, district of Philadelphia—Continued.				
APPRAISER'S OFFICE—continued.				
Sampler	1	.....	$840.00	$840.00
Samplers, etc	17	.....	800.00	13,600.00
Foreman of laborers	1	.....	800.00	800.00
Watchman	1	.....	800.00	800.00
Messenger	1	.....	740.00	740.00
Laborer	13	.....	700.00	9,100.00
Total	62	.....	.....	68,420.00
RECAPITULATION.				
Collector's office	261	.....	.....	299,233.00
Naval office	12	.....	.....	19,640.00
Surveyor's office	8	.....	.....	16,160.00
Appraiser's office	62	.....	.....	68,420.00
Total	343	.....	.....	403,453.00
Port of Pittsburg, district of Pittsburg.				
Surveyor	1	.....	5,000.00	5,000.00
Deputy surveyor and clerk	1	.....	1,800.00	1,800.00
Do	1	.....	1,200.00	1,200.00
Deputy surveyor and marine clerk	1	.....	1,100.00	1,100.00
Messenger	1	.....	600.00	600.00
Inspector and examiner	1	$4.00	.....	1,464.00
Inspector	4	3.00	.....	4,392.00
Deputy surveyor	1	3.00	.....	1,098.00
Total	11	.....	.....	16,654.00

DELAWARE.

Port of Wilmington, district of Delaware.				
Collector	1	.....	$1,900.40	$1,900.40
Deputy collector, inspector, and clerk	1	.....	1,600.00	1,600.00
Deputy collector	1	.....	500.00	500.00
Boatman	5	.....	300.00	1,500.00
Deputy collector and inspector	1	$2.75	.....	1,006.50
Deputy collector, inspector, weigher, gauger, and measurer	1	2.75	.....	1,006.50
Deputy collector and inspector	1	1.65	.....	603.90
Do	1	2.40	.....	878.40
Total	12	.....	.....	8,995.70

MARYLAND.

Port of Annapolis, district of Annapolis.				
Collector	1	.....	$404.15	$404.15
Deputy collector, inspector, and clerk	1	* $50.00	.....	600.00
Total	2	.....	.....	1,004.15
Port of Baltimore, district of Baltimore.				
COLLECTOR'S OFFICE.				
Collector	1	.....	7,000.00	7,000.00
Appraiser	2	.....	3,000.00	6,000.00
Deputy collector	2	.....	3,000.00	6,000.00
Cashier	1	.....	2,500.00	2,500.00
Assistant cashier	1	.....	1,800.00	1,800.00
Auditor	1	.....	2,500.00	2,500.00
Assistant auditor	1	.....	1,800.00	1,800.00
Clerk	7	.....	1,800.00	12,600.00
Do	6	.....	1,600.00	9,600.00
Do	8	.....	1,400.00	11,200.00

* Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MARYLAND—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Baltimore, district of Baltimore—Continued.				
COLLECTOR'S OFFICE—continued.				
Clerk	9	.....	$1,200.00	$7,200.00
Do	1	.....	1,150.00	1,150.00
Do	2	.....	800.00	1,600.00
Examiner	1	.....	1,800.00	1,800.00
Do	1	.....	1,600.00	1,600.00
Do	2	.....	1,400.00	2,800.00
Inspector	20	$3.50	.....	25,620.00
Captain of night inspectors	1	3.50	.....	1,281.00
Night inspector	14	3.00	.....	15,372.00
Engineer	1	.....	1,200.00	1,200.00
Assistant weigher and acting gauger	1	.....	1,300.00	1,300.00
Assistant weigher	7	.....	1,200.00	8,400.00
Storekeeper	6	.....	*1,200.00	7,200.00
Messenger	1	.....	875.00	875.00
Captain of night watch	1	.....	840.00	840.00
Keeper of scales room	1	.....	840.00	840.00
Fireman	1	.....	1,095.00	1,095.00
Inspectress	1	.....	600.00	600.00
Watchman	6	.....	720.00	4,320.00
Foreman of porters	1	.....	820.00	820.00
Porter	4	.....	820.00	3,280.00
Boatman on steam launch	2	†60.00	.....	1,440.00
Do	1	†45.00	.....	540.00
Do	1	†40.00	.....	480.00
Messenger	4	.....	840.00	3,360.00
Do	7	.....	720.00	5,040.00
Sampler	1	.....	875.00	875.00
Laborer	8	.....	840.00	6,720.00
Do	2	.....	820.00	1,640.00
Do	3	.....	720.00	2,160.00
Do	4	†60.00	.....	2,880.00
Laborer (when actually employed)	20	2.00	.....	12,360.00
Foreman of laborers	1	.....	840.00	840.00
Assistant weigher for night duty	1	*‡6.00	.....	840.00
Storekeeper	1	.....	*840.00	840.00
Keeper of record room	1	.....	875.00	875.00
Aid to collector	1	.....	875.00	875.00
Total	167	.....	.....	191,958.00
NAVAL OFFICE.				
Naval officer	1	.....	5,000.00	5,000.00
Deputy naval officer	1	.....	2,500.00	2,500.00
Clerk	2	.....	1,600.00	3,200.00
Do	3	.....	1,400.00	4,200.00
Do	1	.....	1,200.00	1,200.00
Messenger	1	.....	840.00	840.00
Total	9	.....	.....	16,940.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	4,500.00	4,500.00
Deputy surveyor	1	.....	2,500.00	2,500.00
Private secretary	1	.....	1,400.00	1,400.00
Clerk	1	.....	1,400.00	1,400.00
Messenger	1	.....	1,000.00	1,000.00
Do	1	.....	840.00	840.00
Do	2	.....	720.00	1,440.00
Total	8	.....	.....	13,080.00
RECAPITULATION.				
Collector's office	167	.....	.....	191,958.00
Naval office	9	.....	.....	16,940.00
Surveyor's office	8	.....	.....	13,080.00
Total	184	.....	.....	221,978.00
Port of Crisfield, eastern district.				
Collector	1	.....	2,312.75	2,312.75
Deputy collector, inspector, and clerk	1	†75.00	.....	900.00
Total	2	.....	.....	3,212.75

* Reimbursable. † Per month. ‡ Not to exceed $840 per annum.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

DISTRICT OF COLUMBIA.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Georgetown, district of Georgetown.				
Collector	1	.....	$2,624.57	$2,624.57
Deputy collector and inspector	1	.....	1,800.00	1,800.00
Do	1	$4.00	.....	1,464.00
Do	1	3.50	.....	1,281.00
Janitor	1	*70.00	.....	840.00
Watchman	1	*60.00	.....	720.00
Inspector	1	3.00	.....	1,098.00
Total	7	.....	.....	9,827.57

VIRGINIA.

Port of Alexandria, district of Alexandria.				
Collector	1	.....	$193.62	$193.62
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Total	2	.....	.....	1,393.62
Port of Cape Charles City, district of Cherrystone.				
Collector	1	.....	786.05	786.05
Deputy collector	1	.....	900.00	900.00
Deputy collector, inspector, and boatman	1	.....	480.00	480.00
Total	3	.....	.....	2,166.05
Port of Norfolk, district of Norfolk and Portsmouth.				
Collector	1	.....	3,003.39	3,003.39
Deputy collector	1	.....	1,600.00	1,600.00
Entry clerk and cashier	1	.....	1,300.00	1,300.00
Marine clerk	1	.....	1,200.00	1,200.00
Inspector	1	$3.50	.....	1,281.00
Do	2	3.00	.....	2,196.00
Boatman	2	*35.00	.....	840.00
Total	9	.....	.....	11,420.39
Port of Newport News, district of Newport News.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector and inspector	1	.....	1,600.00	1,600.00
Do	1	.....	600.00	600.00
Inspector and clerk	3	3.00	.....	3,294.00
Inspector, weigher, and gauger	1	3.00	.....	1,098.00
Inspector	3	3.00	.....	3,294.00
Inspector and boatman	2	2.00	.....	1,464.00
Inspector	10	†3.00	.....	10,980.00
Laborer	9	1.50	.....	4,941.00
Night inspector	2	3.00	.....	2,196.00
Boatman	2	*35.00	.....	840.00
Total	35	.....	.....	33,307.00
Port of Petersburg, district of Petersburg.				
Collector	1	.....	2.95	2.95
Deputy collector	1	*1.00	.....	12.00
Total	2	.....	.....	14.95
Port of Richmond, district of Richmond.				
Collector	1	.....	707.85	707.85
Deputy collector, inspector, and clerk	1	.....	1,400.00	1,400.00
Inspector and clerk	1	3.00	.....	1,098.00
Inspector, weigher, gauger, and measurer	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Boatman	1	*‡35.00	.....	420.00
Total	7	.....	.....	6,919.85

* Per month. † When employed. ‡ To include boat hire.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

VIRGINIA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Tappahannock, district of Tappahannock.				
Collector	1		$430.80	$430.80
Deputy collector	1		200.00	200.00
Total	2			630.80

WEST VIRGINIA.

Port of Wheeling, district of New Orleans.				
Surveyor	1		$665.03	$665.03
Deputy surveyor	1		800.00	800.00
Total	2			1,465.03

NORTH CAROLINA.

Port of Beaufort, district of Beaufort.				
Collector	1		$1,171.29	$1,171.29
Deputy collector and inspector	1		720.00	720.00
Total	2			1,891.29
Port of Newbern, district of Pamlico.				
Collector	1		1,471.50	1,471.50
Deputy collector and inspector	1		900.00	900.00
Do	1		600.00	600.00
Messenger	1		240.00	240.00
Deputy collector and inspector	1	$1.00		366.00
Total	5			3,577.50
Port of Edenton, district of Albemarle.				
Collector	1		1,204.95	1,204.95
Deputy collector and inspector	1		720.00	720.00
Total	2			1,924.95
Port of Wilmington, district of Wilmington.				
Collector	1		2,788.65	2,788.65
Deputy collector	1		1,800.00	1,800.00
Deputy collector and chief inspector	1		1,600.00	1,600.00
Inspector	2	3.00		2,196.00
Boatman	4		420.00	1,680.00
Total	9			10,064.65

SOUTH CAROLINA.

Port of Beaufort, district of Beaufort.				
Collector	1		$1,430.69	$1,430.69
Deputy collector and inspector	1	$3.00		1,098.00
Do	1	*50.00		600.00
Boatman	3	*25.00		900.00
Total	6			4,028.69
Port of Charleston, district of Charleston.				
Collector	1		1,529.19	1,529.19
Deputy collector and clerk	1		1,800.00	1,800.00
Deputy collector	2		1,400.00	2,800.00
Chief inspector	1	4.00		1,464.00
Inspector	3	3.00		3,294.00
Confidential clerk and typewriter	1	*50.00		600.00
Messenger	1	*60.00		720.00
Boatman	2	*40.00		960.00
Total	12			13,167.19

* Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

SOUTH CAROLINA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Georgetown, district of Georgetown.				
Collector	1	.....	$393.17	$393.17
Deputy collector	1	.....	600.00	600.00
Total	2	.....	.....	993.17
Port of Atlanta, district of Atlanta.				
Surveyor	1	.....	1,101.74	1,101.74
Deputy surveyor	1	.....	900.00	900.00
Total	2	.....	.....	2,001.74
Port of Brunswick, district of Brunswick.				
Collector	1	.....	2,243.27	2,243.27
Deputy collector	1	.....	1,600.00	1,600.00
Do	1	$3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Boatman	1	.....	300.00	300.00
Total	5	.....	.....	6,339.27
Port of St. Mary, district of St. Mary.				
Collector	1	.....	600.15	600.15
Deputy collector and inspector	1	.....	700.00	700.00
Total	2	.....	.....	1,300.15
Port of Savannah, district of Savannah.				
Collector	1	.....	4,304.68	4,304.68
Deputy collector	1	.....	2,000.00	2,000.00
Deputy collector and clerk	3	.....	1,500.00	4,500.00
Messenger	1	.....	720.00	720.00
Deputy collector and inspector	1	4.00	.....	1,464.00
Inspector	2	3.00	.....	2,196.00
Boatman on steam launch	3	*50.00	.....	1,800.00
Storekeeper	2	.....	†1,100.00	2,200.00
Total	14	.....	.....	19,184.68

FLORIDA.

Port of Apalachicola, district of Apalachicola.				
Collector	1	.....	$1,211.06	$1,211.06
Deputy collector and inspector	1	$2.00	.....	732.00
Inspector and boatman	1	3.00	.....	1,098.00
Deputy collector, inspector, and boatman	1	.....	450.00	450.00
Total	4	.....	.....	3,491.06
Port of Cedar Keys, district of St. Marks.				
Collector	1	.....	532.00	532.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Do	1	2.00	.....	732.00
Inspector	1	1.50	.....	549.00
Total	4	.....	.....	2,911.00
Port of Fernandina, district of Fernandina.				
Collector	1	.....	1,659.63	1,659.63
Weigher and gauger	1	3.00	.....	1,098.00
Boatman	1	*30.00	.....	360.00
Total	3	.....	.....	3,117.63
Port of Jacksonville, district of St. Johns.				
Collector	1	.....	2,165.15	2,165.15
Deputy collector and inspector	1	4.00	.....	1,464.00
Inspector, weigher, and gauger	1	*75.00	.....	900.00
Messenger	1	*25.00	.....	300.00
Deputy collector and inspector	1	1.35	.....	494.10
Total	5	.....	.....	5,323.25

* Per month.

† When employed—reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

FLORIDA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Key West, district of Key West.				
Collector	1	.....	$5,000.00	$5,000.00
Deputy collector and clerk	1	.....	2,500.00	2,500.00
Do	1	.....	1,800.00	1,800.00
Leaf tobacco examiner and clerk	1	.....	1,400.00	1,400.00
Clerk	1	.....	1,600.00	1,600.00
Do	1	.....	1,300.00	1,300.00
Do	3	.....	1,200.00	3,600.00
Storekeeper	1	.....	*1,400.00	1,400.00
Do	1	.....	*1,200.00	1,200.00
Clerk and messenger	1	.....	900.00	900.00
Watchman	1	.....	730.00	730.00
Boatman	2	.....	400.00	800.00
Do	1	.....	300.00	300.00
Deputy collector and examiner	1	.....	1,400.00	1,400.00
Chief inspector	1	$3.50	.....	1,281.00
Inspector	6	3.00	.....	6,588.00
Night inspector	2	*3.00	.....	2,196.00
Do	2	2.50	.....	1,830.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Do	1	1.50	.....	549.00
Assistant storekeeper	1	.....	*600.00	600.00
Inspectress	1	†30.00	.....	360.00
Total	32	.....	.....	38,432.00
Port of Pensacola, district of Pensacola.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector	1	.....	1,600.00	1,600.00
Deputy collector and clerk	1	.....	1,200.00	1,200.00
Clerk	1	.....	1,000.00	1,000.00
Messenger	1	.....	600.00	600.00
Inspector	5	3.00	.....	5,490.00
Night inspector	2	2.00	.....	1,464.00
Night watchman	2	2.00	.....	1,464.00
Pilot on steam launch	1	†50.00	.....	600.00
Fireman on steam launch	1	†45.00	.....	540.00
Boatman	2	†35.00	.....	840.00
Total	18	.....	.....	17,798.00
Port of St. Augustine, district of St. Augustine.				
Collector	1	.....	802.96	802.96
Deputy collector and inspector	1	.....	480.00	480.00
Inspector	2	2.00	.....	1,464.00
Total	4	.....	.....	2,746.96
Port of Tampa, district of Tampa.				
Collector	1	.....	4,095.00	4,095.00
Deputy collector and clerk	1	.....	1,500.00	1,500.00
Deputy collector, inspector, acting appraiser, weigher, gauger, and measurer	1	4.00	.....	1,464.00
Inspector and clerk	1	3.00	.....	1,098.00
Do	1	.....	1,000.00	1,000.00
Deputy collector and clerk	1	4.00	.....	1,464.00
Do	1	.....	1,200.00	1,200.00
Inspector	7	3.00	.....	7,686.00
Storekeeper	1	*3.00	.....	1,098.00
Deputy collector and inspector	1	1.50	.....	549.00
Janitor, messenger, and laborer	1	†45.00	.....	540.00
Engineer on steam launch	1	†50.00	.....	600.00
Total	18	.....	.....	22,294.00

* Reimbursable.

† Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

ALABAMA.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Mobile, district of Mobile.				
Collector	1	.....	$3,055.65	$3,055.65
Deputy collector and cashier	1	.....	1,600.00	1,600.00
Deputy collector, inspector, and clerk	1	.....	1,500.00	1,500.00
Marine clerk	1	.....	1,000.00	1,000.00
Messenger	1	.....	450.00	450.00
Acting storekeeper and appraiser	1	$3.00	.....	1,098.00
Inspector	5	2.50	.....	4,575.00
Boatman	2	.....	480.00	960.00
Night inspector	2	2.00	.....	1,464.00
Total	15	.....	.....	15,702.65

MISSISSIPPI.

Port of Natchez, district of Natchez.				
Collector	1	.....	$506.65	$506.65
Port of Shieldsboro, district of Pearl River.				
Collector	1	.....	2,320.45	2,320.45
Deputy collector and inspector	2	$3.00	.....	2,196.00
Do	1	4.00	.....	1,464.00
Deputy collector and boatman	1	*3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Total	6	.....	.....	8,176.45
Port of Vicksburg, district of Vicksburg.				
Collector	1	.....	544.55	544.55

LOUISIANA.

Port of Brashear, district of Teche.				
Collector	1	.....	$1,418.90	$1,418.90
Deputy collector and inspector	2	$3.00	.....	2,196.00
Total	3	.....	.....	3,614.90
Port of New Orleans, district of New Orleans.				
COLLECTOR'S OFFICE.				
Collector	1	.....	7,000.00	7,000.00
Appraiser	1	.....	3,000.00	3,000.00
Assistant appraiser	2	.....	2,500.00	5,000.00
Deputy collector	2	.....	3,000.00	6,000.00
Cashier	1	.....	2,500.00	2,500.00
Corresponding clerk and stenographer	1	.....	2,500.00	2,500.00
Auditor	1	.....	2,500.00	2,500.00
Clerk	1	.....	1,800.00	1,800.00
Weigher	1	.....	2,000.00	2,000.00
Examiner	2	.....	1,800.00	3,600.00
Assistant cashier to collector	1	.....	1,600.00	1,600.00
Clerk	4	.....	1,600.00	6,400.00
Examiner	1	.....	1,600.00	1,600.00
Gauger	1	.....	1,500.00	1,500.00
Storekeeper	1	.....	1,460.00	1,460.00
Private secretary	1	.....	1,400.00	1,400.00
Clerk, acting deputy collector, and immigrant inspector	1	.....	1,460.00	1,460.00
Clerk	9	.....	1,400.00	12,600.00
Do	8	.....	1,200.00	9,600.00
Storekeeper	2	.....	†1,320.00	2,640.00
Examiner	1	.....	1,200.00	1,200.00
Assistant weigher	5	.....	1,200.00	6,000.00
Examiner of drugs	1	.....	1,000.00	1,000.00
Acting deputy collector and inspector	1	.....	1,200.00	1,200.00
Captain of night inspectors and inspector	1	3.00	.....	1,098.00
Inspector	14	3.00	.....	15,372.00
Captain of night watch	1	.....	880.00	880.00

*Includes boat hire.

†Reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

LOUISIANA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of New Orleans, district of New Orleans—Continued.				
COLLECTOR'S OFFICE—continued.				
Opener and packer	1	.....	$720.00	$720.00
Clerk	1	.....	600.00	600.00
Messenger	1	.....	750.00	750.00
Chief laborer	1	.....	800.00	800.00
Clerk	9	.....	800.00	7,200.00
Sampler	1	.....	750.00	750.00
Opener and packer	3	.....	850.00	2,550.00
Messenger	6	.....	600.00	3,600.00
Do	1	.....	500.00	500.00
Inspector	19	$2.25	.....	15,646.50
Night inspector	17	2.25	.....	13,999.50
Copyist and typewriter	1	.....	600.00	600.00
Laborer	30	.....	600.00	18,000.00
Inspectress	1	2.00	.....	732.00
Storekeeper	1	.....	840.00	840.00
Boatman	1	*35.00	.....	420.00
Total	160	.....	.....	170,618.00
NAVAL OFFICE.				
Naval officer	1	.....	5,000.00	5,000.00
Deputy naval officer	1	.....	2,500.00	2,500.00
Secretary and chief clerk	1	.....	1,800.00	1,800.00
Clerk	2	.....	1,600.00	3,200.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,000.00	1,000.00
Do	1	.....	840.00	840.00
Messenger	2	.....	600.00	1,200.00
Total	10	.....	.....	16,940.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	3,500.00	3,500.00
Deputy surveyor	1	.....	2,500.00	2,500.00
Private secretary	1	.....	1,600.00	1,600.00
Clerk	1	.....	1,400.00	1,400.00
Messenger	3	.....	600.00	1,800.00
Total	7	.....	.....	10,800.00
RECAPITULATION.				
Collector's office	160	.....	.....	170,618.50
Naval office	10	.....	.....	16,940.00
Surveyor's office	7	.....	.....	10,800.00
Total	177	.....	.....	198,358.50
TEXAS.				
Port of Brownsville, district of Brazos de Santiago.				
Collector	1	.....	$2,139.39	$2,139.39
Deputy collector and cashier	1	.....	1,600.00	1,600.00
Deputy collector, chief clerk, and bookkeeper	1	.....	1,400.00	1,400.00
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Deputy collector and clerk	1	.....	1,200.00	1,200.00
Messenger	1	.....	720.00	720.00
Deputy collector and inspector	2	$3.00	.....	2,196.00
Deputy collector	1	3.00	.....	1,098.00
Inspector	4	3.00	.....	4,392.00
Mounted inspector	9	†3.50	.....	11,529.00
Mounted inspector and boarding officer	2	†3.50	.....	2,562.00
Deputy collector and mounted inspector	1	†3.50	.....	1,281.00
Inspectress	1	2.00	.....	732.00
Boatman	1	.....	480.00	480.00
Total	27	.....	.....	32,529.39

* Per month.

† Includes 50 cents per diem for horse feed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

TEXAS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Corpus Christi, district of Corpus Christi.				
Collector	1	.....	$2,404.50	$2,404.50
Deputy collector and inspector	1	.....	1,800.00	1,800.00
Deputy collector, inspector, and clerk	1	.....	1,600.00	1,600.00
Assayer	1	.....	1,600.00	1,600.00
Deputy collector	1	$4.00	.....	1,464.00
Clerk and inspector	1	.....	1,200.00	1,200.00
Do	1	3.00	.....	1,098.00
Inspector	1	*3.00	.....	1,098.00
Do	4	3.00	.....	4,392.00
Mounted inspector	5	†3.50	.....	6,405.00
Night inspector	2	3.00	.....	2,196.00
Inspectress	1	2.00	.....	732.00
Inspector and porter	1	2.00	.....	732.00
Porter and messenger	1	.....	420.00	420.00
Total	22	.....	.....	27,141.50
Port of El Paso, district of Paso Del Norte.				
Collector	1	.....	3,301.10	3,301.10
Deputy collector	1	.....	1,800.00	1,800.00
Assayer, inspector, and clerk	1	.....	1,600.00	1,600.00
Clerk	2	.....	1,400.00	2,800.00
Storekeeper	1	.....	*1,400.00	1,400.00
Do	1	.....	*1,200.00	1,200.00
Liquidating clerk	1	.....	1,200.00	1,200.00
Bond clerk	1	.....	1,000.00	1,000.00
Inspectress	1	.....	600.00	600.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Do	2	†3.50	.....	2,562.00
Mounted inspector	12	†3.50	.....	15,372.00
Inspector	3	3.00	.....	3,294.00
Night inspector	2	2.00	.....	1,464.00
Janitor	1	‡50.00	.....	600.00
Assistant to assayer	1	‡50.00	.....	600.00
Total	32	.....	.....	39,891.10
Port of Eagle Pass, district of Saluria.				
Collector	1	.....	2,425.05	2,425.05
Deputy collector and inspector	1	.....	1,600.00	1,600.00
Assayer	1	.....	§1,600.00	1,600.00
Inspector and clerk	1	.....	1,400.00	1,400.00
Deputy collector, inspector, and clerk	1	2.00	.....	732.00
Deputy collector and mounted inspector	6	†3.50	.....	7,686.00
Mounted inspector	8	†3.50	.....	10,248.00
Deputy collector and inspector	1	3.50	.....	1,281.00
Inspector and storekeeper	1	3.50	.....	1,281.00
Inspector	4	3.00	.....	4,392.00
Laborer and assistant to assayer	1	1.50	.....	549.00
Porter and messenger	1	‡40.00	.....	480.00
Inspectress	1	2.00	.....	732.00
Night inspector	1	3.00	.....	1,098.00
Total	29	.....	.....	35,504.05
Port of Galveston, district of Galveston.				
Collector	1	.....	3,500.52	3,500.52
Deputy collector and clerk	1	.....	2,000.00	2,000.00
Do	1	.....	1,800.00	1,800.00
Deputy collector and cashier	1	.....	1,800.00	1,800.00
Clerk and acting appraiser	1	.....	1,600.00	1,600.00
Marine clerk	1	.....	1,600.00	1,600.00
Clerk	1	.....	1,600.00	1,600.00
Do	1	.....	1,200.00	1,200.00
Storekeeper	1	.....	1,400.00	1,400.00
Chief inspector	1	4.00	.....	1,464.00
Deputy collector and inspector	1	3.50	.....	1,281.00
Inspector	4	3.00	.....	4,392.00
Deputy collector and mounted inspector	1	†3.50	.....	1,281.00
Weigher, gauger, and measurer	1	3.50	.....	1,281.00
Night inspector	4	3.00	.....	4,392.00
Do	2	‖3.00	.....	1,092.00

* Reimbursable.
† Include 50 cents per diem for horse feed.
‡ Per month.
§ $3 per diem reimbursable.
‖ Navigation season.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

TEXAS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Galveston, district of Galveston—Continued.				
Porter and messenger	1	$2.00		$732.00
Boatman	2		$720.00	1,440.00
Porter	1		500.00	500.00
Laborer	1	†40.00		480.00
Storekeeper	1	†40.00		480.00
Inspector	3	3.00		1,620.00
Total	32			36,953.52
TENNESSEE.				
Port of Chattanooga, district of New Orleans.				
Surveyor	1		$423.25	$423.25
Port of Memphis, district of New Orleans.				
Surveyor	1		2,279.61	2,279.61
Deputy surveyor	1		1,400.00	1,400.00
Inspector, weigher, gauger, and storekeeper	1	$3.50		1,281.00
Inspector	1	3.00		1,098.00
Laborer	1		600.00	600.00
Total	5			6,658.61
Port of Nashville, district of New Orleans.				
Surveyor	1		1,841.54	1,841.54
Deputy surveyor, clerk, and inspector	1		900.00	900.00
Total	2			2,741.54
KENTUCKY.				
Port of Louisville, district of New Orleans.				
Surveyor	1		$5,000.00	$5,000.00
Deputy surveyor and clerk	1		1,800.00	1,800.00
Deputy surveyor and bookkeeper	1		1,500.00	1,500.00
Entry clerk	1		1,500.00	1,500.00
Clerk	1		1,400.00	1,400.00
Inspector, weigher, and gauger	1	$3.50		1,281.00
Storekeeper and gauger	1		*1,440.00	1,440.00
Do	2	†90.00		2,160.00
Opener and packer	1		750.00	750.00
Messenger	1	2.00		732.00
Clerk	1	†55.00		660.00
Inspector, examiner, and storekeeper	1	4.00		1,464.00
Total	13			19,687.00
Port of Paducah, district of New Orleans.				
Surveyor	1		464.15	464.15
OHIO.				
Port of Cincinnati, district of New Orleans.				
Surveyor	1		$5,000.00	$5,000.00
Appraiser	1		3,000.00	3,000.00
Deputy surveyor	1		2,000.00	2,000.00
Examiner	1		1,800.00	1,800.00
Cashier	1		1,600.00	1,600.00
Gauger and entry clerk	1		1,350.00	1,350.00
Clerk	1		1,250.00	1,250.00
Liquidating clerk	1		1,200.00	1,200.00
Bookkeeper	1		1,200.00	1,200.00
Assistant examiner	1		1,200.00	1,200.00
Statistical clerk	1		1,000.00	1,000.00

* 360 as gauger and $90 per month as storekeeper—reimbursable.

† Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

OHIO—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Cincinnati, district of New Orleans—Continued.				
Clerk	1	.....	$1,000.00	$1,000.00
Storekeeper	1	.....	1,100.00	1,100.00
Weigher and assistant gauger	1	.....	900.00	900.00
Opener and packer	1	.....	900.00	900.00
Porter	1	.....	720.00	720.00
Laborer	1	.....	600.00	600.00
Messenger	1	.....	480.00	480.00
Special examiner of drugs (when employed)	1	$5.00	.....	1,830.00
Examiner, inspector, weigher, gauger, and measurer	1	4.00	.....	1,464.00
Inspector	3	3.50	.....	3,843.00
Clerk and measurer	1	3.00	.....	1,098.00
Total	24	.....	.....	34,535.00
Port of Columbus, district of Columbus.				
Surveyor	1	.....	2,638.85	2,638.85
Deputy surveyor and clerk	1	.....	1,200.00	1,200.00
Inspector, examiner, and clerk	1	3.00	.....	1,098.00
Total	3	.....	.....	4,936.85
Port of Cleveland, district of Cuyahoga.				
Collector	1	.....	3,432.10	3,432.10
Appraiser	1	.....	3,000.00	3,000.00
Deputy collector and clerk	1	.....	2,000.00	2,000.00
Deputy collector	3	.....	1,500.00	4,500.00
Do	1	.....	1,400.00	1,400.00
Clerk	1	.....	1,200.00	1,200.00
Examiner	1	.....	1,400.00	1,400.00
Clerk	1	.....	900.00	900.00
Laborer	1	2.00	.....	732.00
Deputy collector and inspector	1	3.50	.....	1,281.00
Do	1	3.00	.....	1,098.00
Inspector	1	3.00	.....	1,098.00
Do	1	3.50	.....	1,281.00
Deputy collector and night inspector	1	2.50	.....	915.00
Do	1	*2.50	.....	525.00
Deputy collector and inspector	2	*2.00	.....	840.00
Do	1	*1.50	.....	315.00
Total	20	.....	.....	25,917.10
Port of Sandusky, district of Sandusky.				
Collector	1	.....	2,495.84	2,495.84
Deputy collector and inspector	1	.....	1,000.00	1,000.00
Do	2	1.10	.....	805.20
Do	2	.55	.....	402.60
Deputy collector and inspector ($1 per diem from Apr. 1 to Nov. 30; 55 cents per diem from Dec. 1 to Mar. 31)	1	.....	.....	311.10
Deputy collector and inspector	1	.30	.....	109.80
Deputy collector	1	.....	†250.00	170.00
Total	9	.....	.....	5,294.54
Port of Toledo, district of Miami.				
Collector	1	.....	2,730.22	2,730.22
Deputy collector	1	.....	1,400.00	1,400.00
Deputy collector, inspector, and gauger	1	.....	1,200.00	1,200.00
Deputy collector and inspector	1	*3.00	.....	630.00
Do	1	3.00	.....	1,098.00
Messenger and janitor	1	.....	300.00	300.00
Total	6	.....	.....	7,358.22

* Seven months.

† Navigation season.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

INDIANA.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Evansville, district of New Orleans.				
Surveyor	1	.....	$806.69	$806.69
Deputy surveyor and gauger	1	.....	800.00	800.00
Total	2	.....	.....	1,606.69
Port of Indianapolis, district of New Orleans.				
Surveyor	1	.....	5,000.00	5,000.00
Deputy surveyor and entry clerk	1	.....	1,400.00	1,400.00
Deputy surveyor and inspector	1	$3.00	.....	1,098.00
Opener and packer	1	.....	600.00	600.00
Total	4	.....	.....	8,098.00

ILLINOIS.

Port of Cairo, district of New Orleans.				
Surveyor	1	.....	$365.30	$365.30
Port of Galena, district of New Orleans.				
Surveyor	1	.....	359.75	359.75
Port of Rock Island, district of New Orleans.				
Surveyor	1	.....	479.85	479.85
Port of Peoria, district of New Orleans.				
Surveyor	1	.....	873.83	873.83
Deputy surveyor	1	*$1.00	.....	12.00
Total	2	.....	.....	885.83
Port of Chicago, district of Chicago.				
Collector	1	.....	7,000.00	7,000.00
Appraiser	1	.....	3,000.00	3,000.00
Surveyor (Michigan City, Ind.)	1	.....	350.00	350.00
Deputy collector and clerk	2	.....	3,000.00	6,000.00
Deputy collector	1	.....	2,300.00	2,300.00
Clerk and auditor	1	.....	2,700.00	2,700.00
Cashier	1	.....	2,500.00	2,500.00
Confidential secretary	1	.....	2,400.00	2,400.00
Deputy collector	1	.....	1,800.00	1,800.00
Chief examiner	1	.....	2,200.00	2,200.00
Examiner	2	.....	2,000.00	4,000.00
Do	3	.....	1,600.00	4,800.00
Clerk	1	.....	1,800.00	1,800.00
Do	2	.....	1,700.00	3,400.00
Do	2	.....	1,600.00	3,200.00
Do	5	.....	1,500.00	7,500.00
Do	4	.....	1,400.00	5,600.00
Chief weigher	1	.....	1,500.00	1,500.00
Assistant weigher	2	4.00	.....	2,928.00
Assistant cashier	1	.....	1,400.00	1,400.00
Examiner	1	.....	1,400.00	1,400.00
Inspector and clerk	1	4.00	.....	1,464.00
Inspector of cigars	1	4.00	.....	1,464.00
Deputy collector	1	.....	1,400.00	1,400.00
Storekeeper	1	.....	1,500.00	1,500.00
Clerk	2	.....	1,300.00	2,600.00
Do	2	.....	1,200.00	2,400.00
Cigar examiner	1	.....	1,200.00	1,200.00
Inspector	8	3.50	.....	10,248.00
Gauger	2	3.50	.....	2,562.00
Storekeeper	4	.....	1,100.00	4,400.00
Clerk	1	.....	1,100.00	1,100.00
Do	3	.....	1,000.00	3,000.00
Inspector	16	3.00	.....	17,568.00
Deputy collector	1	.....	900.00	900.00

*Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

ILLINOIS—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Chicago, district of Chicago—Continued.				
Opener and packer	4	$2.50	.....	$3,660.00
Messenger	3	.....	$840.00	2,520.00
Stenographer and typewriter	1	.....	840.00	840.00
Stenographer	2	*70.00	.....	1,680.00
Opener and packer	2	2.00	.....	1,464.00
Watchman	3	2.00	.....	2,196.00
Laborer	12	2.00	.....	8,784.00
Elevator man	1	.....	600.00	600.00
Watchman	2	.....	600.00	1,200.00
Total	109	.....	.....	142,528.00
MISSOURI.				
Port of Kansas City, district of New Orleans.				
Surveyor	1	.....	$5,000.00	$5,000.00
Deputy surveyor and inspector	1	.....	1,500.00	1,500.00
Do	1	.....	1,200.00	1,200.00
Deputy surveyor and clerk	1	.....	1,200.00	1,200.00
Deputy surveyor	1	.....	1,200.00	1,200.00
Inspector and storekeeper	1	.....	†1,200.00	1,200.00
Storekeeper	1	.....	†900.00	900.00
Deputy surveyor and inspector	1	.....	900.00	900.00
Total	8	.....	.....	13,100.00
Port of St. Joseph, district of New Orleans.				
Surveyor	1	.....	2,561.37	2,561.37
Deputy surveyor	1	.....	1,200.00	1,200.00
Clerk and inspector	1	.....	900.00	900.00
Total	3	.....	.....	4,661.37
Port of St. Louis, district of New Orleans.				
Surveyor	1	.....	5,000.00	5,000.00
Appraiser	1	.....	3,000.00	3,000.00
Deputy surveyor and clerk	1	.....	2,500.00	2,500.00
Deputy surveyor and cashier	1	.....	2,000.00	2,000.00
Liquidating clerk	1	.....	1,800.00	1,800.00
Examiner	1	.....	1,600.00	1,600.00
Deputy surveyor and clerk	2	.....	1,500.00	3,000.00
Deputy surveyor, weigher, gauger, and chief inspector	1	.....	1,500.00	1,500.00
Clerk	1	.....	1,400.00	1,400.00
Do	1	.....	1,300.00	1,300.00
Do	2	.....	1,200.00	2,400.00
Clerk, assistant weigher, gauger, and inspector	1	.....	1,200.00	1,200.00
Examiner	1	.....	1,200.00	1,200.00
Assistant weigher, gauger, and inspector	1	.....	1,200.00	1,200.00
Storekeeper	1	.....	1,100.00	1,100.00
Clerk	1	.....	1,000.00	1,000.00
Assistant weigher, gauger, and inspector	1	.....	1,000.00	1,000.00
Opener and packer	1	.....	900.00	900.00
Messenger	1	.....	840.00	840.00
Watchman	2	.....	720.00	1,440.00
Laborer	1	.....	720.00	720.00
Do	2	.....	600.00	1,200.00
Examiner of sugar and drugs	1	‡5.00	.....	1,830.00
Inspector, weigher, and gauger	1	3.50	.....	1,281.00
Inspector, assistant weigher and gauger	1	3.50	.....	1,281.00
Do	1	3.00	.....	1,098.00
Inspector	3	3.00	.....	3,294.00
Inspector and weigher	1	3.00	.....	1,098.00
Laborer	1	*50.00	.....	600.00
Messenger	1	*50.00	.....	600.00
Total	36	.....	.....	48,382.00

*Per month. †Reimbursable. ‡When employed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MICHIGAN.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Detroit, district of Detroit.				
Collector	1	.....	$3,676.00	$3,676.00
Appraiser	1	.....	3,000.00	3,000.00
Deputy collector	1	.....	2,500.00	2,500.00
Cashier	1	.....	1,800.00	1,800.00
Deputy collector and entry clerk	1	.....	1,600.00	1,600.00
Deputy collector, bond, and warehouse clerk	1	.....	1,400.00	1,400.00
Deputy collector	1	.....	1,400.00	1,400.00
Examiner, gauger, and storekeeper	1	.....	1,400.00	1,400.00
Deputy collector and marine clerk	1	.....	1,300.00	1,300.00
Impost clerk	1	.....	1,300.00	1,300.00
Statistical clerk	1	.....	1,200.00	1,200.00
Deputy collector	4	$3.00	.....	4,392.00
Deputy collector and clerk	7	3.00	.....	7,686.00
Deputy collector and auditor	1	3.00	.....	1,098.00
Deputor collector and inspector	22	3.00	.....	24,156.00
Storekeeper	1	.....	*1,100.00	1,100.00
Appraiser's clerk and storekeeper	1	.....	1,000.00	1,000.00
Deputy collector and inspector	9	.....	840.00	7,560.00
Do	2	.....	600.00	1,200.00
Do	1	.....	500.00	500.00
Clerk	1	.....	840.00	840.00
Messenger	1	.....	730.00	730.00
Inspectresss	2	1.50	.....	1,098.00
Deputy collector and inspector	1	†70.00	.....	490.00
Do	2	1.00	.....	732.00
Do	1	.65	.....	237.90
Do	2	.30	.....	219.60
Laborer	1	.....	720.00	720.00
Total	70	.....	.....	74,335.50
Port of Grand Haven, district of Michigan.				
Collector	1	.....	2,500.00	2,500.00
Deputy collector and inspector	1	.....	1,200.00	1,200.00
Deputy collector and clerk	1	.....	900.00	900.00
Deputy collector and inspector	1	‡2.00	.....	426.00
Do	1	‡1.50	.....	319.50
Do	2	‡1.00	.....	426.00
Do	3	‡.65	.....	415.17
Do	4	‡.50	.....	426.00
Total	14	.....	.....	6,612.67
Port of Grand Rapids.				
Surveyor	1	.....	2,249.95	2,249.95
Deputy surveyor	1	.....	600.00	600.00
Total	2	.....	.....	2,849.95
Port of Marquette, District of Superior.				
Collector	1	.....	2,503.61	2,503.61
Deputy collector and inspector	1	.....	1,500.00	1,500.00
Do	1	.....	1,200.00	1,200.00
Do	1	.....	1,100.00	1,100.00
Do	8	3.00	.....	8,784.00
Clerk and acting deputy collector	1	2.00	.....	732.00
Inspectress	1	§2.00	.....	300.00
Deputy collector and inspector	1	.80	.....	292.80
Do	1	‡2.00	.....	426.00
Do	1	‡.80	.....	170.40
Do	2	‡.75	.....	319.50
Do	2	‡.50	.....	213.00
Inspector and acting deputy collector	1	2.00	.....	732.00
Inspector	3	3.00	.....	3,294.00
Deputy collector and night inspector	1	‡2.00	.....	426.00
Total	26	.....	.....	21,993.31

* Reimbursable. † Per month. ‡ Seven months.
§ When employed—not to exceed $300 per annum.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MICHIGAN—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Huron, district of Huron.				
Collector	1	.....	$3,600.00	$3,600.00
Deputy collector	1	.....	2,500.00	2,500.00
Do	1	.....	1,400.00	1,400.00
Deputy collector and cashier	1	.....	1,500.00	1,500.00
Deputy collector and clerk	1	.....	1,400.00	1,400.00
Do	2	.....	1,200.00	2,400.00
Deputy collector and inspector	3	.....	1,200.00	3,600.00
Storekeeper	1	.....	*1,100.00	1,100.00
Deputy collector and inspector	1	.....	900.00	900.00
Do	1	.....	1,000.00	1,000.00
Do	20	.....	864.00	17,280.00
Do	3	.....	*864.00	2,592.00
Deputy collector and messenger	1	.....	730.00	730.00
Inspector and night watchman	1	.....	730.00	730.00
Messenger	1	.....	730.00	730.00
Deputy collector and inspector	1	.....	600.00	600.00
Do	2	.....	425.00	850.00
Do	1	.....	400.00	400.00
Do	1	.....	360.00	360.00
Inspectress	1	.....	240.00	240.00
Deputy collector and inspector	1	.....	†600.00	400.00
Do	3	.....	†300.00	600.00
Total	49	.....	.....	44,912.00

WISCONSIN.

Port of La Crosse, district of New Orleans.				
Surveyor	1	.....	$350.00	$350.00
Port of Milwaukee, district of Milwaukee.				
Collector	1	.....	3,768.20	3,768.20
Deputy collector and inspector	1	.....	2,000.00	2,000.00
Do	1	.....	1,600.00	1,600.00
Deputy collector and clerk	1	.....	1,800.00	1,800.00
Deputy collector and inspector	2	.....	1,200.00	2,400.00
Do	2	$3.00	.....	2,196.00
Do	1	.....	500.00	500,00
Do	1	1.15	.....	420.90
Do	1	1.00	.....	366.00
Do	1	.80	.....	292.80
Do	1	.45	.....	164.70
Deputy collector	3	.....	500.00	1,500.00
Opener and packer	1	.....	720.00	720.00
Total	17	.....	.....	17,728.60

IOWA.

Port of Burlington, district of New Orleans.				
Surveyor	1	.....	$505.06	$505.06
Deputy surveyor	1	‡$1.00	.....	12.00
Total	2	.....	.....	517.06
Port of Council Bluffs, district of New Orleans.				
Surveyor	1	.....	351.95	351.95
Deputy surveyor	1	‡1.00	.....	12.00
Total	2	.....	.....	363.95
Port of Dubuque, district of New Orleans.				
Surveyor	1	.....	687.97	687.97
Port of Sioux City, district of New Orleans.				
Surveyor	1	.....	388.66	388.66
Port of Des Moines, District of New Orleans.				
Surveyor	1	.....	200.30	200.30

*Reimbursable. †Navigation season—two-thirds per annum rate allowed. ‡Per month.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NEBRASKA.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Omaha, district of New Orleans.				
Surveyor	1	.....	$4,058.53	$4,058.53
Deputy surveyor and inspector	1	.....	1,400.00	1,400.00
Clerk, inspector, and gauger	1	.....	1,400.00	1,400.00
Total	3	.....	.....	6,858.53
Port of Lincoln, district of New Orleans.				
Surveyor	1	.....	1,063.89	1,063.89
Deputy surveyor	1	*$50.00	.....	600.00
Total	2	.....	.....	1,663.89

MINNESOTA.

Port of Duluth, district of Duluth.				
Collector	1	.....	$3,097.27	$3,097.27
Deputy collector and inspector	1	.....	1,400.00	1,400.00
Do	1	$3.50	.....	1,281.00
Deputy collector, clerk, and inspector	1	3.00	.....	1,098.00
Deputy collector	2	*‡25.00	.....	350.00
Inspector and storekeeper	1	‡3.00	.....	639.00
Deputy collector and night inspector	1	‡3.00	.....	639.00
Storekeeper	2	*†75.00	.....	1,800.00
Deputy collector and inspector	1	*†‡§50.00	.....	350.00
Total	11	.....	.....	10,654.27
Port of St. Paul, district of Minnesota.				
Collector	1	.....	4,500.00	4,500.00
Deputy collector, examiner, inspector, and gauger	1	.....	1,800.00	1,800.00
Deputy collector	1	.....	2,000.00	2,000.00
Deputy collector and inspector	1	.....	2,200.00	2,200.00
Deputy collector and cashier	1	.....	1,500.00	1,500.00
Deputy collector and clerk	1	.....	1,500.00	1,500.00
Inspector, weigher, gauger, and storekeeper	1	.....	1,500.00	1,500.00
Deputy collector and mounted inspector	4	‖3.50	.....	5,124.00
Do	1	4.00	.....	1,464.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Do	1	†3.00	.....	1,098.00
Clerk and inspector	2	3.00	.....	2,196.00
Storekeeper and inspector	1	3.00	.....	1,098.00
Mounted inspector	1	‖3.50	.....	1,281.00
Deputy collector and cashier	1	.....	1,500.00	1,500.00
Clerk	1	.....	900.00	900.00
Inspector and laborer	1	2.50	.....	915.00
Storekeeper	2	†2.00	.....	1,464.00
Laborer	1	2.00	.....	732.00
Storekeeper	1	†3.00	.....	915.00
Inspector	1	3.00	.....	1,098.00
Total	26	.....	.....	35,883.00

MONTANA AND IDAHO.

Port of Fort Benton, district of Montana and Idaho.				
Collector	1	.....	$2,500.00	$2,500.00
Deputy collector	1	.....	1,500.00	1,500.00
Do	1	$4.00	.....	1,464.00
Deputy collector and inspector	1	3.00	.....	1,098.00
Storekeeper	2	†3.00	.....	2,196.00
Inspector	1	3.00	.....	1,098.00
Do	1	4.00	.....	1,464.00
Mounted inspector	1	‖3.50	.....	1,281.00

* Per month. † Reimbursable. ‡ Seven months. § Subsistence and sleeping quarters.
‖ Includes 50 cents for horse feed.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

MONTANA AND IDAHO—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate
Port of Fort Benton, district of Montana and Idaho—Cont'd.				
Clerk	1	* $60.00		$720.00
Night inspector	1	† 3.00		630.00
Janitor	1	* 15.00		180.00
Total	12			14,131.00
COLORADO.				
Port of Denver.				
Surveyor	1		$2,347.47	$2,347.47
Deputy surveyor and inspector	1		1,200.00	1,200.00
Inspector, storekeeper, and gauger	1	$3.00		1,098.00
Total	3			4,645.47
CALIFORNIA.				
Port of Eureka, district of Humboldt.				
Collector	1		$2,654.48	$2,654.48
Port of San Diego, district of San Diego.				
Collector	1		3,000.00	3,000.00
Deputy collector	1		1,800.00	1,800.00
Deputy collector and inspector	1	$4.00		1,464.00
Deputy collector and mounted inspector	1	4.00		1,464.00
Chief inspector and boarding officer	1	4.00		1.464.00
Deputy collector and mounted inspector	1	3.50		1,281.00
Deputy collector and inspector	1	3.00		1,098.00
Inspector	2	3.00		2,196.00
Inspector and clerk	1	3.00		1,098.00
Boatman	1		730.00	730.00
Total	11			15,595.00
Port of San Francisco, district of San Francisco.				
COLLECTOR'S OFFICE.				
Collector	1		7,000.00	7,000.00
Appraiser	1		3,625.00	3,625.00
Assistant appraiser	2		2,500.00	5,000.00
Auditor	1		3,500.00	3,500.00
Deputy collector	2		3,625.00	7,250.00
Chief clerk and deputy collector	1		4,000.00	4,000.00
Clerk and cashier	1		3,000.00	3,000.00
Chief liquidating clerk	1		2,500.00	2,500.00
Clerk	1		2,200.00	2,200.00
Do	1		2,000.00	2,000.00
Do	9		1,800.00	16,200.00
Examiner of drugs	1		2,000.00	2,000.00
Gauger	1		2,000.00	2,000.00
Weigher	1		2,000.00	2,000.00
Examiner	4		2,000.00	8,000.00
Assistant cashier	1		1,800.00	1,800.00
Clerk	11		1,600.00	17,600.00
Do	8		1,200.00	9,600.00
Examiner	2		1,600.00	3.200.00
Clerk	1		1,500.00	1,500.00
Do	7		1,400.00	9,800.00
Assistant storekeeper	9		‡ 1,400.00	12,600.00
Inspector	32	4.00		46,848.00
Do	1	‡ 4.00		1,464.00
Sampler	3		1,200.00	3,600.00
Examiner	2		1,200.60	2,400.00
Assistant weigher	16		1,200.00	19,200.00
Foreman of laborers	2		1,100.00	2,200.00
Clerk and messenger	1		1,000.00	1,000.00
Assistant gauger	1		900.00	900.00

* Per month. † Navigation season. ‡ Reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

CALIFORNIA—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of San Francisco, district of San Francisco—Cont'd.				
COLLECTOR'S OFFICE—continued.				
Inspectress	2	$3.00	.....	$2,196.00
Inspector	22	3.00	.....	24,156.00
Night inspector	36	3.00	.....	39.528.00
Messenger	5	.....	$840.00	4,200.00
Watchman	4	.....	780.00	3,120.00
Laborer	34	.....	840.00	28,560.00
Wheelman	1	*65.00	.....	780.00
Fireman	1	*60.00	.....	720.00
Seaman	1	*55.00	.....	660.00
Total	231	.....	.....	307,907.00
NAVAL OFFICE.				
Naval officer	1	.....	5,000.00	5,000.00
Deputy naval officer	1	.....	3,125.00	3,125.00
Acting deputy naval officer and clerk	1	.....	1,600.00	1,600.00
Clerk	6	.....	1,600.00	9,600.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,200.00	1,200.00
Do	1	.....	1,000.00	1,000.00
Total	12	.....	.....	22,925.00
SURVEYOR'S OFFICE.				
Surveyor	1	.....	5,000.00	5,000.00
Deputy surveyor	1	.....	3,625.00	3,625.00
Clerk	1	.....	1,600.00	1,600.00
Messenger	1	.....	840.00	840.00
Total	4	.....	.....	11,065.00
RECAPITULATION.				
Collector's office	231	.....	.....	307,907.00
Naval office	12	.....	.....	22,925.00
Surveyor's office	4	.....	.....	11,065.00
Total	247	.....	.....	341,897.00
Port of Los Angeles, district of Los Angeles.				
Collector	1	.....	3,000.00	3,000.00
Deputy collector	1	.....	1,800.00	1,800.00
Deputy collector and inspector	3	3.00	.....	3,294.60
Inspector	3	3.00	.....	3,294.00
Do	18	†3.00	.....	19,760.00
Night inspector	4	3.00	.....	4,392.00
Total	30	.....	.....	35,540.00

OREGON.

Port of Astoria, district of Oregon.				
Collector	1	.....	$3,900.00	$3,900.00
Deputy collector	1	.....	2,000.00	2,000.00
Deputy collector and inspector	1	.....	1,500.00	1,500.00
Inspector	2	$4.00	.....	2,928.00
Boatman	2	.....	480.00	960.00
Inspector	1	1.00	.....	366.00
Storekeeper	1	.....	‡900.00	900.00
Total	9	.....	.....	12,554.00
Port of Coos Bay, district of southern Oregon.				
Collector	1	.....	1,053.90	1,053.90
Deputy collector	1	.....	600.00	600.00
Total	2	.....	.....	1,653.90

* Per month. † When employed. ‡ Reimbursable.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

OREGON—Continued.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Portland, district of Willamette.				
Collector	1	.....	$4,473.33	$4,473.33
Appraiser	1	.....	3,000.00	3,000.00
Deputy collector and clerk	1	.....	2,700.00	2,700.00
Do	1	.....	2,000.00	2,000.00
Deputy collector	1	.....	1,500.00	1,500.00
Examiner	1	.....	1,800.00	1,800.00
Do	1	.....	1,400.00	1,400.00
Clerk	1	.....	1,400.00	1,400.00
Do	2	.....	1,200.00	2,400.00
Storekeeper	2	.....	*1,200.00	2,400.00
Opener and packer	1	.....	1,000.00	1,000.00
Inspector, weigher, and gauger	1	$5.00	.....	1,830.00
Inspector	7	[illegible]	.....	10,248.00
Do	1	3.50	.....	1,281.00
Do	1	3.00	.....	1,098.00
Inspector and weigher	2	3.00	.....	2,196.00
Night inspector	6	3.00	.....	6,588.00
Janitor	1	.....	720.00	720.00
Examiner	2	.....	1,200.00	2,400.00
Night watchman	1	.....	720.00	720.00
Clerk and stenographer	1	.....	800.00	800.00
Total	36	.....	.....	51,954.33
Port of Yaquina, district of Yaquina.				
Collector	1	.....	1,015.25	1,015.25
WASHINGTON.				
Port of Port Townsend, district of Puget Sound.				
Collector	1	.....	$5,500.00	$5,500.00
Deputy collector	2	.....	2,000.00	4,000.00
Do	4	.....	1,500.00	6,000.00
Do	1	.....	*1,500.00	1,500.00
Do	1	.....	1,400.00	1,400.00
Do	1	.....	1,200.00	1,200.00
Deputy collector and inspector	3	$3.50	.....	3,843.00
Do	2	.....	1,200.00	2,400.00
Do	2	.....	1,000.00	2,000.00
Deputy collector and mounted inspector	2	3.50	.....	2,562.00
Deputy collector, inspector, and storekeeper	1	.....	†1,200.00	1,200.00
Storekeeper	2	.....	*1,200.00	2,400.00
Deputy collector and examiner of teas	1	.....	2,000.00	2,000.00
Clerk	1	.....	1,500.00	1,500.00
Do	2	.....	1,200.00	2,400.00
Do	1	.....	1,000.00	1,000.00
Inspector	6	3.50	.....	7,686.00
Do	3	*3.50	.....	3,843.00
Inspector and boatman	4	3.00	.....	4,392.00
Boatman	2	.....	782.50	1,565.00
Night watchman	1	3.00	.....	1,098.00
Total	43	.....	.....	59,489.00
ALASKA.				
Port of Sitka, district of Alaska.				
Collector	1	.....	$3,846.38	$3,846.38
Deputy collector	1	.....	‡1,600.00	1,600.00
Do	1	.....	‡1,500.00	1,500.00
Do	2	.....	‡1,400.00	2,800.00
Deputy collector and inspector	1	.....	1,800.00	1,800.00
Do	1	$4.00	.....	1,464.00
Do	2	.....	‡1,400.00	2,800.00
Inspector	4	3.00	.....	4,392.00
Deputy collector and inspector	1	.....	1,000.00	1,000.00
Total	14	.....	.....	21,202.38

* Reimbursable. † One-half reimbursable. ‡ To be in full for salary, fuel, and office expenses.

Estimate of expenses for collecting the revenue from customs for the fiscal year ending June 30, 1896, etc.—Continued.

NORTH AND SOUTH DAKOTA.

Designation.	Number.	Compensation.		
		Per day.	Per annum.	Aggregate.
Port of Pembina, district of North and South Dakota.				
Collector	1	.....	$3,000.00	$3,000.00
Deputy collector	1	$4.00	.....	1,464.00
Do	1	3.50	.....	1,281.00
Deputy collector and mounted inspector	6	3.50	.....	7,686.00
Deputy collector and inspector	2	3.00	.....	2,196.00
Mounted inspector	1	*3.50	.....	1,281.00
Inspector	1	†3.00	.....	1,098.00
Total	13	.....	.....	18,006.00
ARIZONA.				
Port of Nogales, district of Arizona.				
Collector	1	.....	$2,000.00	$2,000.00
Deputy collector	1	.....	1,500.00	1,500.00
Do	3	.....	1,200.00	3,600.00
Clerk	2	.....	1,200.00	2,400.00
Deputy collector and mounted inspector	1	.....	1,382.50	1,382.50
Mounted inspector	11	‡$4.00	.....	16,104.00
Inspector	4	3.00	.....	4,392.00
Assayer (paid for piecework as necessary)	1	.....	.....	3,500.00
Inspectress	1	.....	900.00	900.00
Janitor	1	§30.00	.....	360.00
Total	26	.....	.....	36,138.50
Grand total	.....	.....	.....	5,930,595.27

MISCELLANEOUS ITEMS.

One supervising special agent, $10 per diem	$3,660.00
Eighteen special agents at $8, and nine at $6 per diem	72,468.00
Expenses of special agents	25,000.00
Salaries and expenses of special inspectors	90,000.00
Prevention a nd detection of frauds upon the revenue (act March 3, 1879)	100,000.00
Salaries of two inspectors, Isthmus of Panama	5,000.00
Commission on duties collected	250,000.00
Temporary customs employees, temporary laborer, cartage, rent, contingent expenses, stationery and expenses pertaining, miscellaneous traveling expenses, sundries, including freightage, expenses of district attorneys, and miscellaneous engraving	1,000,000.00
Total	1,546,128.00
Grand total	7,476,723,27

* Includes 50 cents per day for horse feed.
‡ Includes $1 per day for horse feed.
† Reimbursable.
§ Per month.

53D CONGRESS, } HOUSE OF REPRESENTATIVES. { EX. DOC.
3d Session. } { No. 288.

DEFICIENCY APPROPRIATION FOR THE DISTRICT OF COLUMBIA.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Supplemental estimates of deficiencies in appropriations for the District of Columbia submitted by the Commissioners.

FEBRUARY 7, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 6, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, supplemental estimates of deficiencies in appropriations for the District of Columbia, as submitted by the Commissioners under date of to-day, amounting to $6,474.73.

Also an amendment to section 5 of an act approved July 22, 1892 (27 Stat., p. 255), entitled "An act to provide for the opening of alleys in the District of Columbia," which they desire shall be enacted into law.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, February 6, 1895.

SIR: The Commissioners have the honor to submit herewith a supplemental estimate for deficiencies in appropriations for the emergency fund and for payment of judgments against the District of Columbia.

The appropriation for the emergency fund, upon which the Commissioners rely for the suppression of smallpox, is nearly exhausted and the health officer estimates that an additional amount of at least $5,000 will be required to meet the expenses of the hospital and provide for the necessary cost of inspection.

The commissioners also submit for transmittal with the accompanying estimate, to be incorporated in the deficiency bill, the following

amendment to the law providing for the opening of alleys (U. S. Stat. L., vol. 27, p. 255):

That section 5 of an act approved July 22, 1892, entitled "An act to provide for the opening of alleys in the District of Columbia," be amended by striking out the first six lines down to the word "alley," inclusive, in the sixth line, and inserting in lieu thereof the following:

SEC. 5. That the said jury shall apportion an amount equal to the amount of said damages so ascertained and appraised as aforesaid, including such fees for the services of said marshal as were allowed by law prior to the act of July twenty-second, eighteen hundred and ninety-two, and sixty dollars for the services of said jury; and also the cost of transportation of said jury from the court-house to and from the property to be condemned, according as each lot or part of lot of land in such square may be benefited by the opening, widening, extending, or straightening such alley.

Very respectfully,

JOHN W. ROSS,
President Board of Commissioners,
District of Columbia.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the District of Columbia.

Detailed objects of expenditures and explanations.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
Emergency fund, District of Columbia:		
Amount required for the current year being for the service of the fiscal year 1895. (Aug. 7, 1894, vol. 28, p. 258, sec. 1)	$5,000.00	$25,000.00
Washington Asylum, District of Columbia:		
Contingent expenses—		
To pay John B. Lord, sand, being for the service of the fiscal year 1894. (Mar. 3, 1893, vol. 27, p. 550, sec. 1)	5.25	45,500.00
Judgment, District of Columbia:		
For payment of judgment against the District of Columbia, namely—		
Henrietta L. King, judgment, $1,451.28; costs, $18.20, together with a further sum to pay the interest on said judgment, as provided by law, from the date the same became due until the date of payment. (Submitted)	1,469.48	.....
Total	6,474.73	70,500.00

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 289.

SUMMARY OF IMPORTS AND EXPORTS OF THE UNITED STATES.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A draft for a bill providing for the printing of the Summary of the Imports and Exports of the United States.

FEBRUARY 7, 1895.—Referred to the Committee on Printing and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 1, 1895.

SIR: I have the honor to transmit herewith a draft of a bill (Inclosure A) providing for the printing of the Summary of the Imports and Exports of the United States, issued monthly by the Bureau of Statistics of this Department, upon which I would ask the favorable action of Congress, for the reasons set forth in the accompanying letter of the chief of the Bureau (Inclosure B).

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
BUREAU OF STATISTICS,
Washington, D. C., January 25, 1895.

SIR: The Public Printer informs me that under the new printing law the edition of the monthly Summary of Imports and Exports must be limited to 1,000 copies, as it is not a publication expressly authorized by law. This monthly has been issued regularly since September, 1866, and the demand for it has steadily grown. The regular edition is now 4,000 copies, and such is the demand for it that certain numbers are out of print within a year after the issue. It is the only public record made of the imports and exports of the country, and gives in addition a great variety of information on the commerce and finance of the United States and foreign countries. Each of the European countries issues a similar record, which meets with great favor with the press and among the boards of trade, merchants, and economists. I can not believe it was the intention of Congress to suppress this publication, while providing for a somewhat similar publication by the Department of Agriculture

and for the consular reports, which are of less immediate interest to those engaged in American commerce. I append a list of the monthly issues of foreign governments on their trade.

I see no way of materially reducing the existing list of corporations and individuals now receiving the Summary. I would, therefore, respectfully suggest that this matter be brought to the attention of Congress, in order that the issue may be authorized, and thus a continuous record of the trade of the United States preserved. Unless speedy action is taken the returns of some months can not be made generally public, and until some definite step is taken on this matter I shall send out no copies of the edition of 1,000, as that number is insufficient to cover the officers of Government and the press.

Respectfully, yours,

WORTHINGTON C. FORD,
Chief of Bureau.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

MONTHLY COMMERCIAL AND FINANCIAL REPORTS.

Austria-Hungary.—Statistische Ubersichten betreffend den Auswartigen Handel des osterreichisch-ungarischen Zollgebiets im Jahre 1894.

France.—Ministere des Finances. Direction Generalé Des Douanes. Documents Statistiques reunis par l'administration des Douanes sur Le Commerce De La France.

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Netherlands.—Statistiek van het Koninkrijk der Nederlanden. Staten van de in- Uit- En. Doorgevoerde Voornaamste Handelsartikelen. Uitgegeven Door het Department van Financien.

Portugal.—Administracção Geral Das Alfandegas e Contribuições Indirectas. Navegação e Commercio do Continente Do Reino e Ilhas Adjacentes, com as Nações Estrangeiras e Provincias Portuguezas do Ultramar.

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Switzerland.—Ein- und Ausfuhr der Wichtigsten Waren.

United Kingdom.—Trade and Navigation. Accounts relating to Trade and Navigation of United Kingdom for each Month.

Greece.—Upourgeion Oikonomikon. Statistikon Grapheion. Meniaion Deltion Tou Eidikou Emporiou Tes Ellados Meta Ton Zenon Epikrateion.

Egypt.—Bulletin Mensuel du Commerce Exterieur de l'Egypte.

Canada.—Report of the Department of Trade and Commerce of Canada.

Mexico.—Estadistica Fiscal.

British India.—Accounts relating to the Trade and Navigation of British India, Government of India. Finance and Commerce Department.

A BILL authorizing printing of the monthly Summary Statement of Imports and Exports of the Bureau of Statistics, Treasury Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be printed monthly by the Public Printer one thousand five hundred copies of the monthly Summary Statement of Imports and Exports prepared by the Chief of the Bureau of Statistics, Treasury Department, five hundred copies of which shall be for the use of the Senate and one thousand copies for the use of the House of Representatives, and so much money as may be necessary to defray the cost of printing said monthly Summary Statement shall be paid out of any money in the Treasury not otherwise appropriated. And the Secretary of the Treasury is hereby authorized to order as many additional copies of each issue, not exceeding four thousand, as, in his opinion, the interests of the Government and of the public may require.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 290.

PRELIMINARY EXAMINATION OF LITTLE RIVER, ARKANSAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Little River, Arkansas.

FEBRUARY 7, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 5, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 4, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated January 29, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Little River, Arkansas, from Fulton to White Cliffs.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 4, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 29, 1895, from Capt. J. H. Willard, Corps of Engineers, of the results of a preliminary examination of Little River, Arkansas, from Fulton to White Cliffs, made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Captain Willard, concurred in by the division engineer, Col. C. B. Comstock, Corps of Engineers, and by this office, that the river is not worthy of improvement by the General Government at the present time.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF LITTLE RIVER, ARKANSAS, FROM FULTON TO WHITE CLIFFS.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., January 29, 1895.

GENERAL: In compliance with instructions contained in letter from your office, dated August 20, 1894, I have the honor to submit the following report respecting Little River, Arkansas, from Fulton to White Cliffs, a preliminary examination of which was called for by section 10 of the river and harbor act of August 17, 1894:

This stream has its source in the junction of Mountain and Gloves forks in the southeastern corner of Indian Territory, flows in a general southeasterly direction, and enters Red River about 3 miles above Fulton, Ark., having a total length estimated to be about 168 miles. White Cliff, Arkansas, is about 48 miles above the mouth, and 5 miles below Hood's Landing.

Little River has been examined by the United States four times, and all the reports have been adverse to its improvement by the General Government. The first examination was made by Captain Benyaurd, under provision of river and harbor act of June 18, 1878, and, respecting the stretch of river below White Cliff, he reported as follows:

Five miles below Hoods Landing we reach White Cliff, a shipping point for the back country some 6 or 8 miles distant. This cliff is a white limestone formation about 150 feet high. At one time lime of a fair quality was made here, but the place was abandoned on account of sickness. In the next stretch of 5 miles (or to the 43-mile point above the mouth) there is but one bad shoal, with only 0.8 foot in the channel. From the 43-mile point to the 36-mile point the river is but one succession of shoal places, with depth of water from 0.8 to 1.2 feet. At the 33-mile point another bad shoal occurs. This is about 800 feet long, with a depth of 1 foot through the channel. From this point to the mouth there is but one more shoal place, known as Granite Bar, 24 miles above the junction with Red River. This shoal is about 1,000 feet long with a depth of 1.4 feet upon it. It gives good water for 9 miles (above), averaging 6 to 10 feet depth. The bar is composed of large gravel and earth and extends entirely across the river, and appears up the banks on both sides as if it were regular strata. From Granite Bar to the mouth the navigation is very good, the water averaging from 12 to 15 feet in depth.

There is but little water in the river at its lowest stage. At the time the examination was made the water at Anderson's Ferry (36 miles below the Indian Territory and Arkansas line) was about 3 inches above extreme low water. Considerable difficulty was experienced by the party in getting their skiff (which drew 4 inches, light) over the shoals, and in many places it had to be dragged. The total distance in ascending and descending the river, in which that had to be done, was fully 50 miles.

The obstructions in the stream are shoals and leaning timber. Nothing can be done to the shoals but attempting slackwater navigation, which, considering the amount of water in the river and the resources of the country, would not be justified. Since the shoals act as dams for the stretches of river above them, navigation would only be injured in attempting to cut through them.

* * * * * * *

There is but one settlement on the river, that a small place at Crooks, 40 miles above the mouth. Every place that has been started on the river has been abandoned on account of sickness. People who did not die moved back to the hills on each side, and haul their crops 40 to 50 miles to the different railroads. Taken altogether, I can not state to what amount the improvement of the stream would extend the commerce of the adjacent country. The prospect for settling along the banks of the stream is not a very inviting one. Back from the river on the south side the lands are said to be very good; on the north side they are hilly and very poor. (Report Chief of Engineers, 1879, pp. 990, 991.)

In October, 1882, Little River, between Hoods Landing and the mouth, was reexamined by Captain Handbury, in accordance with requirements of river and harbor act of August 2, 1882, who reported that he could suggest no method of improving its navigation except by locks and dams, which would be expensive, entirely local in their ben-

efits, and not warranted by the present or even distantly future prospects of commerce of the river. (Report Chief of Engineers, 1884, p. 1407.)

The third examination was made under direction of Captain Taber, to comply with the requirements of section 6 of the river and harbor act of August 5, 1886, who reported that from the mouth to Hoods Landing the river met every demand of commerce. (Report Chief of Engineers, 1887, p. 1545.)

The last examination was made under my direction by Asst. Engineer John Ewens in April, 1893, in accordance with requirements of river and harbor act approved July 13, 1892, the report upon which will be found in the Report of the Chief of Engineers for 1893, pages 2087–2090, in which I gave the opinion that the river was not worthy of improvement by the United States, which was concurred in by the division engineer and yourself.

Assistant Engineer Ewens's examination extended from the headwaters to the mouth, but developed nothing that would justify an expenditure for improvement of the stream. The obstructions below White Cliff were found to be shoals, as enumerated in the foregoing report of Captain Benyaurd. Mr. Ewens reported that lands along the stream suitable for agriculture were subject to overflow annually, and on the entire stretch traversed, from the Choctaw country to the mouth, he found but six habitations, and not a farm of any size on the river.

In 1878 the commerce of the river was reported to consist of a shipment of 3,200 bales of cotton, none of which was raised in the bottom lands, but all came from the hills back. In 1882 the yearly commerce was represented to be about 2,500 bales of cotton and a considerable quantity of timber, with between 4,000 and 5,000 tons of return freights, one small boat of about 70 tons doing all the business of Little River and Red River for 100 miles above and below Fulton, with no prospect that its capacity would be overtaxed. The little steamer engaged in this trade was burned in March, 1892, and the amount of business has not been sufficient to attract another boat since.

The White Cliffs Portland Cement and Chalk Company has been incorporated for the development of the resources of the country adjacent to White Cliffs, Ark., by the manufacture of chalk, cement, brick, lumber, etc., and the president, Mr. Lewis Metesser, informs me that the item in the act of August 17, 1894, calling for a reexamination of Little River was inserted at the solicitation of that company. In August, 1894, I wrote Mr. Metesser, inclosing the usual blank form, asking information respecting the amount of commerce of the stream, present and prospective, and, under date of September 21, 1894, he replied as follows:

[White Cliffs Portland Cement and Chalk Company, White Cliffs, Ark.]

NO. 34 ST. CHARLES STREET,
New Orleans, September 21, 1894.

DEAR SIR: In addition to ours of the 1st instant in acknowledging receipt of yours of the 31st ultimo, we are now able to send you, as then stated, a condensed outline of our enterprise, for which we desire to use Little River, from White Cliffs to its mouth, in Arkansas. This matter we send you under separate cover by same mail as this, which we trust will give you a general idea of the traffic that may be expected in the future. We will probably find it necessary to run heavy machinery up by boat from Fulton as early or sooner than January 1, 1895.

Since writing you on the 1st instant, we have endeavored to get some reliable information to enable us to fill out the blank that you send, but have not been able to do so. We have consulted steamboat captains who have for years been on upper Red River and Little River as high up as White Cliffs, but from none of these can we get any business statement. In other words, they all say "we have taken out

large quantities of freight," but when endeavoring to get from them even an approximation for a number of years, we have failed to do so. You probably know this class of men better than we do, therefore appreciate why we have failed. Whatever the past may have been, we feel satisfied that if the river can be put into navigable shape it will be to the interest not only of our enterprise, but all others that will follow, and to such an extent that it will justify the General Government to make the necessary improvements.

In our previous letter we asked whether we can have the privilege of going over the river at the time that your engineer would make the investigation authorized in the recent act, to which you did not reply; we therefore repeat the question, whether it will be permissible for us to then and there be represented. We would like very much if this can be arranged, as we will prefer to make such examinations we will make ourselves at the time and under the advice of your engineer. If one time is as convenient as another to you to have this examination made, and we will be permitted to be represented, we would ask that you allow us to confer with you as to time, so we can arrange our part of it.

Trusting that this necessarily incomplete statement, in connection with our printed synopsis, will enable you to act favorably on the matter, and that we may hear from you at your earliest convenience, we are,

Respectfully, yours,

WHITE CLIFFS PORTLAND CEMENT AND CHALK COMPANY.
L. METESSER, *President.*

Capt. J. H. WILLARD,
Corps of Engineers, U. S. A.

The synopsis referred to in the foregoing letter contains analyses of the chalk and clay at White Cliffs and an outline of the enterprise, but no definite basis for estimating the commerce to be benefited by improving Little River. The following extract is taken from this synopsis, under the head Transportation:

Little River, upon both banks of which, as above stated, the property is located, is a navigable stream, subject to the laws of the United States for such water courses, and with very little work, for which the present river and harbor bill provides the beginning, it will enable the shipping of the entire product of our works and of the other manufacturers. For over fifty years White Cliffs Landing has been used by steamboats, loading cotton and the other crops of the surrounding country.

Two separate lines of railroads are within a short distance of White Cliffs, the managers of which will make the necessary connections whenever requirements justify.

In addition to the above existing river and railroad facilities, the articles of the company's incorporation permit building both private and public railroads, which, if carried out by building two short pieces of road, will place White Cliffs in independent connection with the Mississippi River at Arkansas City and Texarkana, where the competing rates, by river from Arkansas City and the six roads (four of which are trunk lines), and their connection centering in Texarkana, will make the enterprise independent by both rail and by water routes.

To provide shipping facilities for, and to connect the various manufacturing plants of the enterprise with, the chalk and clay deposits, timber, river, public railroads, etc., and for the public's use the required wharfs, tramways, railroads, and steamers will be constructed, equipped, and operated and arranged to connect with public railroads and steamboats, and will have the terminals on the company's land and wharfs.

The lower portion of Little River usually is navigable at stages high enough to permit Red River boats to run from Shreveport, La., to Fulton, Ark., and, in view of the facts and reasons herein set forth, it is my opinion that it is not worthy of improvement by the General Government at the present time, and that a further examination or survey is not required.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 1, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons stated by Captain Willard, I concur in the opinion that this river is not worthy of improvement by the United States.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 291.

ISSUE OF BONDS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

INFORMING

Congress of the conclusion of arrangements for the issuance of bonds to the amount of $62,400,000.

FEBRUARY 8, 1895.—Referred to the Committee on Ways and Means and ordered to be printed.

To the Congress of the United States:

Since my recent communication to the Congress, calling attention to our financial condition and suggesting legislation which I deemed essential to our national welfare and credit, the anxiety and apprehension then existing in business circles have continued.

As a precaution, therefore, against the failure of timely legislative aid through Congressional action, cautious preparations have been pending to employ to the best possible advantage, in default of better means, such executive authority as may, without additional legislation, be exercised for the purpose of reinforcing and maintaining in our Treasury an adequate and safe gold reserve.

In the judgment of those especially charged with this responsibility, the business situation is so critical and the legislative situation is so unpromising, with the omission thus far on the part of Congress to beneficially enlarge the powers of the Secretary of the Treasury in the premises, as to enjoin immediate Executive action with the facilities now at hand.

Therefore, in pursuance of section 3700 of the Revised Statutes, the details of an arrangement have this day been concluded with parties abundantly able to fulfill their undertaking, whereby bonds of the United States, authorized under the act of July 14, 1875, payable in coin thirty years after their date, with interest at the rate of four per cent per annum, to the amount of a little less than sixty-two millions and four hundred thousand dollars, are to be issued for the purchase of gold coin amounting to a sum slightly in excess of sixty-five millions of dollars, to be delivered to the Treasury of the United States, which

sum, added to the gold now held in our reserve, will so restore such reserve as to make it amount to something more than one hundred millions of dollars. Such a premium is to be allowed to the Government upon the bonds as to fix the rate of interest upon the amount of gold realized at three and three-fourths per cent per annum. At least one-half of the gold to be obtained is to be supplied from abroad, which is a very important and favorable feature of the transaction.

The privilege is especially reserved to the Government to substitute at par within ten days from this date, in lieu of the four per cent coin bonds, other bonds in terms payable in gold and bearing only three per cent interest, if the issue of the same should in the meantime be authorized by the Congress.

The arrangement thus completed which, after careful inquiry, appears in present circumstances and considering all the objects desired to be the best attainable, develops such a difference in the estimation of investors between bonds made payable in coin and those specifically made payable in gold in favor of the latter, as is represented by three-fourths of a cent in annual interest. In the agreement just concluded the annual saving in interest to the Government, if three per cent gold bonds should be substituted for four per cent coin bonds under the privilege reserved, would be five hundred and thirty-nine thousand one hundred and fifty-nine dollars, amounting in thirty years, or at the maturity of the coin bonds, to sixteen million one hundred and seventy four thousand seven hundred and seventy dollars.

Of course there never should be a doubt in any quarter as to the redemption in gold of the bonds of the Government which are made payable in coin. Therefore the discrimination in the judgment of investors between our bond obligations payable in coin and those specifically made payable in gold is very significant. It is hardly necessary to suggest that whatever may be our views on the subject, the sentiments or preferences of those with whom we must negotiate in disposing of our bonds for gold are not subject to our dictation.

I have only to add that in my opinion the transaction herein detailed for the information of the Congress promises better results than the efforts previously made in the direction of effectively adding to our gold reserve through the sale of bonds; and I believe it will tend, as far as such action can, in present circumstances, to meet the determination expressed in the law repealing the silver purchasing clause of the act of July 14, 1890, and that, in the language of such repealing act, the arrangement made will aid our efforts to "insure the maintenance of the parity in value of the coins of the two metals and the equal power of every dollar at all times in the markets and in the payment of debts."

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 8, 1895.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 292.

APPROPRIATION FOR SUPPRESSING COUNTERFEITING, ETC.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for suppressing counterfeiting submitted by the Chief of the Secret Service.

FEBRUARY 8, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 7, 1895.*

SIR: I have the honor to transmit herewith, for the favorable consideration of Congress, copy of a communication from the Chief of the Secret Service, dated the 6th instant, in relation to the necessity of an additional appropriation of $10,000 for suppressing counterfeiting and other crimes for the current fiscal year.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, SECRET SERVICE DIVISION,
Washington, D. C., February 6, 1895.

SIR: I have the honor to respectfully request that a recommendation be made for a deficiency in the sum of $10,000 for the sustenance of the Secret Service Division for the fiscal year ending June 30, 1895.

This request is made necessary in consideration of the great increase in counterfeiting for the first six months of the fiscal year and the great expense incurred incident to the arrest of persons so engaged, which number 349, far exceeding the number of arrests during the same period of any previous year.

The amount appropriated by Congress for "suppressing counterfeiting" for the present fiscal year was $56,000. Of this amount $31,948.65 has been expended during the first six months, leaving a balance of $24,051.35 to defray the expenses of the agents of the service to June 30, 1895, which, according to the average per month appropriated, $4,666.66, will not be sufficient compared with the average monthly expenditure, $5,324.77.

Besides the services and expenses of its agents for the latter six months of the present year, there must be paid a large number of reward claims which are awaiting settlement; also the telegraph and stationery bills of the service.

Respectfully, yours,

WM. P. HAZEN, *Chief.*

The SECRETARY OF THE TREASURY.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 293.

DEFICIENCY APPROPRIATION FOR PUBLIC PRINTING AND BINDING.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Additional estimates of deficiencies in the appropriation for public printing and binding, submitted by the Public Printer.

FEBRUARY 8, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 7, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, additional estimates of deficiency in the appropriation for public printing and binding for the current fiscal year amounting to $355,000, as submitted by the Public Printer under date of the 5th instant.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE PUBLIC PRINTER,
Washington, D. C., February 5, 1895.

SIR: In view of the enactment of public act No. 15, approved January 12, 1895, "An act providing for the public printing and binding, and the distribution of public documents," it becomes my duty to communicate to you, for the information of Congress, an additional estimate of amounts to supply a deficiency in the appropriation for public printing and binding for 1895 for the second and third allotment periods of the fiscal year from January to June, 1895, inclusive, which deficiency

is in addition to the sum of $200,000 estimated for the same period in my communication to you of December 1, 1894:

Cost of additional labor in branch offices, cost of material in such offices, and increase in wages of pressmen	$20,000
Cost of establishing document division of office, and removal of 600,000 documents and distributing same, superintendence, preparation of catalogues, indexes, etc	25,000
Cost of envelopes, stationery, wrapping paper, etc., for Members of Congress.	10,000
Cost of material, composition, and press work, up to June 30, on Agricultural Report of 1895	100,000
Deficiency in office revenue, account sales of waste paper, material, work, etc.	150,000
Amount necessary to pay leave of absence due employees for the current fiscal year	50,000
Total	355,000

Respectfully,

TH. E. BENEDICT, *Public Printer.*

The SECRETARY OF THE TREASURY.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 294.

ADDITIONAL APPROPRIATION FOR PUBLIC BUILDING, CHARLESTON, S. C.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

RECOMMENDING

An additional appropriation for the United States post-office, court-house, etc., building now being erected at Charleston, S. C.

FEBRUARY 8, 1895.—Referred to the Committee on Public Buildings and Grounds and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 6, 1895.

SIR: Referring to the United States post-office, court-house, etc., building now being erected at Charleston, S. C., I have the honor to submit the following statement:

The limit of the cost of the site and building as fixed by Congress is $450,000, and the cost of the site was $100,000, leaving a balance available for the erection and completion of the building of $350,000. The cost of the contracts and contingent expenses on the building to date is $296,039.96, leaving a balance for the completion of the building of $53,960.31.

The work necessary to complete the building is as follows: The iron stairs, joiner work, marble-work, vault doors, etc., heating apparatus, elevator and approaches; and from estimates made in the Supervising Architect's Office it would appear that it will require $96,154 to complete the building. This will necessitate an additional appropriation of $40,000, and I have the honor to hereby recommend that the additional $40,000 be appropriated in order that the building may be completed.

Respectfully, yours,

J. G. CARLISLE,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 295.

SURVEY FOR STEAMBOAT CHANNEL BETWEEN BEAUFORT, S. C., AND SAVANNAH, GA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey for a steamboat channel between Beaufort, S. C., and Savannah, Ga.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 6, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 4, 1895, together with a copy of a report from Capt. O. M. Carter, Corps of Engineers, dated January 22, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, for steamboat channel 7 feet deep at mean low water between Beaufort, S. C., and Savannah, Ga.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 4, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 22, 1895, with two maps, by Capt. O. M. Carter, Corps of Engineers, of the results of survey for steamboat channel 7 feet deep at mean low water between Beaufort, S. C., and Savannah, Ga., made to comply with provisions of the river and harbor act of August 17, 1894.

Captain Carter states that no difficulties are experienced on that part of the route which lies between Beaufort and Ramshorn Creek, but in the latter creek and in Wrights River, notably in the mouth of each, there are a number of shoals carrying mean low-water depths of

less than 7 feet. He submits two estimates for improvement of the waterway between Cooper River and Savannah as follows:

Route No. 1—Ramshorn Creek, Wrights River and Mud River	$84,700
Route No. 2—Ramshorn Creek and Wrights River	106,700

For reasons given, route No. 2, although the longer and more expensive, is recommended by Captain Carter for improvement at an estimated cost of $106,700, provided that sum is made available at one time, or at $150,000 if funds are provided in smaller amounts.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY FOR STEAMBOAT CHANNEL, SEVEN FEET DEEP AT MEAN LOW WATER, BETWEEN BEAUFORT, S. C., AND SAVANNAH, GA.

UNITED STATES ENGINEER OFFICE,
Savannah, Ga., January 22, 1895.

GENERAL: In compliance with instructions from the Department, dated August 30, 1894, I have the honor to submit the following report concerning a steamboat channel between Beaufort, S. C., and Savannah, Ga.:

The river and harbor act of August 17, 1894, provides as follows:

> The Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit: * * * Steamboat channel seven feet deep at mean low water between Beaufort, S. C., and Savannah, Ga. * * *

The location of the channel is shown by a dotted line on current Coast Survey chart No. 155, to which reference is respectfully made for details in connection with the following description. The present route is through Beaufort River, Port Royal Sound, Skull Creek, Calibogue Sound, Cooper River, Ramshorn Creek, New River, Walls Cut, Wrights River, and Savannah River. The distance from Beaufort to Savannah, measured along the present route, is 52 statute miles. No difficulties are experienced on that part of the route which lies between Beaufort and Ramshorn Creek, but in the latter creek and in Wright's River, notably in the mouth of each, there is a number of shoals carrying mean low-water depths of less than seven feet. Surveys of Ramshorn Creek and of Wrights River were made under my direction in December, 1894. The results are shown on maps transmitted herewith.

Ramshorn Creek.—This creek connects Cooper River and New River, in both of which the water carries little sediment. The tide enters the creek through both mouths; the currents in it are weak. To obtain a navigable steamboat channel 7 feet deep at mean low water through Ramshorn Creek will require the excavation of 60,000 cubic yards of material and the removal of the wreck at the Cooper River mouth. The annual cost of maintenance of an improved channel through the creek will probably be small. Little tendency to shoal exists in the creek proper, but some dredging may be required at the New River mouth.

Wrights River.—The present route from Wrights River to the Savannah River is shoaling and will soon be closed. An improved channel should follow one of two routes.

Route 1.—From Walls Cut up Wrights River into Mud River and thence by a cut about 3,000 feet long through the marsh into Savannah River. The distance from Beaufort to Savannah by this route will be 49 statute miles.

Route 2.—From Walls Cut down Wrights River along Dam No. 31 into Savannah River. The distance from Beaufort to Savannah by this route will be 54 statute miles.

To obtain a navigable steamboat channel 7 feet deep at mean low water through route 1 will require the excavation of 325,000 cubic yards of material. The opening of that route will change materially the conditions now existing in that locality. Mud River will become a connecting channel between Savannah River and Wrights River, and the tidal conditions show that the ebb current will flow from the former into the latter, the flood current flowing in the opposite direction. The average head of water will be about 0.4 of a foot during ebb flow and 0.25 of a foot during flood flow, the duration of the former being about seven hours and of the latter about five and one-half hours. The distance being about 9,000 feet, we have an average ebb slope of 0.000044 and an average flood slope of 0.000027. The hydraulic radius of the cut can be taken at 12 feet for mean outflow. From this, by Kutter's formula, we have—

Mean ebb velocity 2.3 feet per second.
Mean flood velocity = 1.8 feet per second.

From these mean velocities the following approximate tidal volumes which will move in the new cut are deduced:

Ebb volume = about 55 million cubic feet.
Flood volume = about 35 million cubic feet.

From the foregoing it is apparent that below the mouth of the new cut the volume of ebb flow in the Savannah River will be diminished, and the improvement of route 1 will be, to that extent, injurious to the improvement of Savannah Harbor. It is possible, moreover, that during freshets large volumes of Savannah River sediment will be carried through Mud River and be deposited in Wrights River.

To obtain a navigable steamboat channel 7 feet deep at mean low water through route 2 will require the excavation of 125,000 cubic yards of material and the construction of a dam about 2,800 feet in length connecting dam 31 with Turtle Island. The tidal status of Wrights River will not be changed by the improvement, and the tidal volumes moving in the mouth of the Savannah River will be increased.

The cost of improvement is estimated as follows:

Route 1:	
Ramshorn Creek, dredging 60,000 cubic yards, at 20 cents	$12,000
Wrights River and Mud River, dredging 325,000 cubic yards, at 20 cents.	65,000
Total	77,000
Engineering and contingencies, 10 per cent	7,700
Aggregate	84,700
Route 2:	
Ramshorn Creek, dredging 60,000 cubic yards, at 20 cents	12,000
Wrights River:	
Dredging 125,000 cubic yards, at 20 cents	25,000
Brush mattresses, 30,000 square yards, at $1	30,000
Riprap stone, 10,000 cubic yards, at $3	30,000
Total	97,000
Engineering and contingencies, 10 per cent	9,700
Aggregate	106,700

The commercial value of the steamboat channel between Beaufort and Savannah is shown in the following letter:

SAVANNAH, GA., *December 20, 1894.*

DEAR SIR: [Inland commerce and navigation between Savannah, Ga., and Beaufort, S. C.] In response to your request we respectfully submit the following statement of the average tonnage per annum transported by this route for three years past and its value:

	Amount.	Value.
A. Fertilizer material ..... tons..	11,800	$111,652
B. Rough rice ..... bushels..	80,000	76,000
C. Upland and sea island cotton ..... bales..	2,500	125,000
D. Merchandise, by steamer ..... tons..	2,400	240,000
E. Fish and oysters, in small boats	.....	35,000
F. Naval stores, cotton seed, etc ..... tons..	500	10,000
G. Passengers—		
By steamer	$9,648	14,648
By other boats	5,000	
		612,300

This traffic has been carried on both via Calibogue Sound, via New River, and via Screvens Ferry, but with the two latter (the only safe routes) now blocked by the Savannah River improvements, it will fall off very materially, probably to less than one-half of its present volume, as much of it can not come via the open and unsafe waters of one of the most dangerous sounds on the coast.

The old and much used route via Mud River was closed about 1861, but basing our ideas upon its reopening and improvement, thus making a route both safer and shorter, we present the following estimate:

Fertilizer material, 200 per cent increase	$300,000
Rice, 25 per cent increase	100,000
Cotton, 20 per cent increase	150,000
Merchandise, 50 per cent increase	360,000
Fish, oysters, etc., 100 per cent increase	70,000
Miscellaneous, 50 per cent increase	15,000
Passengers, 20 per cent increase	17,000
Vegetables, for shipment north (new business)	100,000
Total	1,112,000

Further comment on the above might seem superfluous, as it shows the urgent need of a route entirely safe in all weathers, and also one as short as possible. We attach letters from various parties in proof of the above facts—estimates and necessities, to which we refer for details. This traffic is carried on by one regular steamer line carrying items D and G; by open lighters carrying item A; by a numerous fleet of sloops and schooners, from 5 to 25 tons burden, carrying items B, C, and F, and by several hundred sailing bateaux carrying item E.

Fertilizer.—This traffic of 11,800 tons is supplied by large companies annually handling nearly 200,000 tons of material. For danger to life and property of present route and need of the safest and shortest one possible see Exhibit A.

Rice.—This industry is curtailed by the dangers from rough water in Calibogue Sound. Rice coming to Savannah mills for treatment must be kept dry, and yet can not pay steamer tolls; hence must have entirely an inland smooth-water route (see Exhibit B).

Cotton.—See Exhibit C, and note the steady decrease of shipments, which is due to the dangers of the route.

Merchandise.—Being principally carried by steamboats which can not reach a considerable portion of this territory unless Mud River is opened (see Exhibit D).

Fish, oysters, etc.—Savannah draws the principal portion of her sea food and a large quantity of chickens, eggs, vegetables, etc., from the neighboring islands. This food must be moved quickly. An open route is prohibitory to this traffic, while the length of time taken in transit is a vital element, as a few miles distance may mean the arrival in Savannah a day later with a ruined cargo. For traffic of 70 boats from only two of the many islands trading here see Exhibit B.

Naval stores, etc.—See Exhibit E.

Passengers.—The number of these, not counting the fishermen, boatmen, etc., shows the importance of this route.

Truck farming.—This large industry, employing much capital and many planters, besides a large number of laborers, is now entirely barred from shipping its produce via Savannah, as it naturally should. They must have the shortest and quickest route to market, and with the steamers running by such a route this traffic will develop most greatly. The islands of Dafuskie, Hilton Head, Hall, Paris, and many others, contain some of the best truck-growing lands in this section, and all of this trade should move via this port. Some of these truck growers raise 5,000 to 6,000 barrels of potatoes annually.

Population.—The sea islands between here and Beaufort are much more closely populated than those to the south of Savannah, and are filled with the densest population of negroes of any section of the South. Their houses are scattered all through the hammocks and numerous small settlements on almost every river bluff. All of this section, perhaps 50 miles long by 15 miles wide, should be placed in the closest touch with Savannah, as the bulk of its product is brought here and most of its supplies purchased here.

We therefore respectfully submit that the imminent decadence of this large traffic under present conditions of water route, and its great possibilities with an improved one, commercially demand not only an absolutely safe route, but the shortest and best one which can possibly be obtained, and we unhesitatingly request that unless insuperable engineering difficulties are met with that the former inland route via Mud River be again opened.

Assuring you of our great interest in this matter and our strong desire to continue cooperating with you in every way possible,

We remain, very respectfully,

HENRY D. STEVENS,
GEO. J. BALDWIN,
JAS. M. BARNARD, JR.,
Cotton Exchange Committee.

JOHN SCREVEN, JR.,
IRVIN B. TIEDEMAN,
Board of Trade Committee.

Capt. O. M. CARTER.

The channel forms part of the inside route between Charleston and Savannah. Its importance for military and naval purposes has already been mentioned in former reports. (See p. 1325, Annual Report of the Chief of Engineers for 1892.)

The distance from Beaufort to Savannah by route 1 is 5 miles less than by route 2. The former route is, therefore, preferred by the commerce and navigation interested in the improvement. The tendency of such an improvement is, however, to injure that of Savannah Harbor. Route 2 will cost 25 per cent more than route 1, but such an improvement, while affording a safe navigable channel not liable to deterioration, will benefit the harbor of Savannah by throwing a great part of the volume of Wrights River into the channel across Tybee Knoll. Route 2 is, therefore, recommended for improvement. The cost of the improvement is estimated at $106,700, provided that sum is made available at one time, or at $150,000 if provided in smaller amounts.

Respectfully submitted.

O. M. CARTER,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 1, 1895.

Respectfully submitted to the Chief of Engineers and recommended for approval.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

EXHIBIT A.—LETTER FROM MESSRS. COMER, HULL & CO.

SAVANNAH, GA., *November 28, 1894.*

DEAR SIR: Replying to your request for information in regard to the movement of goods by us for the past two years between Port Royal and Savannah, we beg to report that we received for the year 1893, 6,810 long tons phosphate rock; up to date 1894, 5,372 long tons phosphate rock; total, 12,182 tons, at $5.25, $63,955.50. But with a shorter and safer route we could increase the above to at least 10,000 to 12,000 tons annually.

Yours, very truly,

COMER, HULL & CO.

Mr. GEO. J. BALDWIN, *City.*

EXHIBIT B.—LETTER FROM PLANTERS' RICE MILL COMPANY.

SAVANNAH, GA., *December 4, 1894.*

DEAR SIR: Below I hand you what information I have been able to gather as to the small craft trading between this point and the coast to the north of us. The largest handler of rough rice estimates that an average of from ninety-five to ninety-seven cargoes of rough rice are brought to this port via the inland passage between Savannah and Beaufort, S. C., in vessels of an average burden of 25 tons, during the rice shipping season, and when this is over they engage in the transportation of naval stores, cotton, lumber, etc. Several other schooners and sloops are regular packets on this route. Vessels of this class are very much delayed and even endangered by the rough waters of the outer bay, and often seriously delayed when every extra mile is of consequence; and yet they must be of light draft to enable them to go up the small rivers and creeks to the wharves inland.

My second inquiry, viz, as to the number of small boats that would be benefited by making the inland route shorter and safer, can only be approximate, though I have received replies from several good authorities.

From Hilton Head Island there are about 50, and from Dafuskie Island about 20, open boats engaged in fishing, oystering, and bringing market produce to this point, and almost always carrying return loads of freight and passengers. We can hardly estimate the advantage to these craft of a shorter and safer passageway. Hardly a season passes that we do not hear of some loss of human life on this route. Its being made safer and shorter would be a great boon to these poor people, whose trade in the aggregate would be of great and growing importance to us.

Yours, truly,

J. A. HUGER, JR., *Manager.*

H. D. STEVENS, Esq., *Chairman, etc.*

EXHIBIT C.—LETTER FROM THE SAVANNAH COTTON EXCHANGE.

SAVANNAH, GA., *December 15, 1894.*

DEAR SIR: The following is an official statement of the receipts of cotton at Savannah, Ga., from Beaufort, Bluffton, and the adjacent islands for the past four years, viz:

	Bales.
1890–91	3,190
1891–92	2,670
1892–93	1,554
1893–94	184

The Carolina crop of 1893–94 was virtually a failure, owing to the violent storm of August 27 last.

Very truly, yours,

J. P. MERRIHEW,
Superintendent.

MR. HENRY D. STEVENS,
Savannah, Ga.

EXHIBIT D.—LETTER FROM AGENT, STEAMER ALPHA.

SAVANNAH, GA., *December 11, 1894.*

DEAR SIR: In reply to your inquiry of this date in regard to the volume of business done on the route between Savannah, Ga., and Bluffton, Beaufort, and Port Royal, and the islands on the South Carolina coast, I beg to make the following statement:

The steamer *Alpha*, which I represent, has averaged 200 tons of miscellaneous freight per month during the past twelve months, and would have done better than that but for the terrible storm which devastated our coast about a year ago. The freight is made up of merchandise for the points I have mentioned in South Carolina, and return freights consisting of farm products, rosin, turpentine, canned oysters, and fish. In addition to the above the *Alpha* has hauled in the past twelve months 9,648 passengers. As you know, we are just undergoing heavy and expensive repairs on the *Alpha's* bottom, due entirely to the lack of water on the inland passage between Savannah and Beaufort. Could a more direct and shorter route be had it would add much to our business and be of great benefit to the residents of the sea islands, most of whom are colored people and very poor.

Yours, truly,

C. H. MEDLOCK, *Agent, Steamer Alpha.*

Mr. H. D. STEVENS.

EXHIBIT E.—LETTER FROM THE SAVANNAH BOARD OF TRADE.

SAVANNAH, GA., *December 18, 1894.*

DEAR SIR: The receipts of naval stores at this port by the *Bertha, Marsher,* and *Enterprise* from April 1, 1894, to date have been as follows:

Name of steamer.	Spirits.	Rosin.
	Barrels.	*Barrels.*
Bertha		
Enterprise	91	477
Marsher	59	113
Total	150	590

Yours, truly,

C. WALLACE HOWARD,
Superintendent.

Mr. H. D. STEVENS, *Savannah, Ga.*

EXHIBIT F.—LETTER FROM THE OCEAN STEAMSHIP COMPANY OF SAVANNAH.

SAVANNAH, GA., *December 14, 1894.*

DEAR SIR: The district about Beaufort, S. C., is such as to promise extraordinarily good agricultural results if put within easy water communication with this port. The soil is fertile and the climate excellent for growing vegetables and market truck. They require sure and quick transportation to a near port. With but very little encouragement, the lovely sea islands on that coast could be made to glow with the fruits of successful agriculture, and their thousands of poor blacks brought into remunerative and prosperous conditions of labor and self-support.

An improved inland waterway, direct in course, of sufficient depth for the use of swift, light steamers, is indispensable to bring about such results. Even with the present disadvantages, the exchange of business between the steamers of these companies (Ocean Steamship and New England and Savannah Steamship companies) and the ports of Savannah and Beaufort and the adjacent islands is very considerable, with every sign of steady growth. An improved waterway would positively assure it to proportions, I am persuaded, beyond anything generally expected. So pressing is this need and so manifold the results of furnishing this facility for commerce and husbandry, that we are justified in asking of Congress an appropriation, ample, liberal, and quick, for the use of the Engineer Corps, in making a satisfactory inland waterway.

I shall be glad to cooperate with you still further in this movement, and am,

Yours, very truly,

G. M. SORREL, *Manager.*

HENRY D. STEVENS, Esq.,
Chairman Committee on Inland Waterways.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 296.

PRELIMINARY EXAMINATION OF DRUM INLET, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Drum Inlet, between Portsmouth and Cape Lookout, North Carolina.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 5, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated January 28, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Drum Inlet, between Portsmouth and Cape Lookout, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 28, 1895, from Maj. W. S. Stanton, Corps of Engineers, of the results of a preliminary examination of Drum Inlet, between Portsmouth and Cape Lookout, North Carolina, made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Stanton, concurred in by Col. William P. Craighill, Corps of Engineers, division engineer, and by this office, that Drum Inlet is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF DRUM INLET, NORTH CAROLINA, BETWEEN PORTSMOUTH AND CAPE LOOKOUT.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., January 28, 1895.

GENERAL: Referring to instructions from your office of August 20, in accordance with a provision in the river and harbor act of August 17, 1894, for a preliminary examination of "Drum Inlet, between Portsmouth and Cape Lookout," North Carolina, I respectfully invite attention to an adverse report by Captain Bixby, Corps of Engineers, with accompaning report of his assistant (Annual Report Chief of Engineers for 1891, pp. 1425–29), of a preliminary examination of that inlet made in accordance with a requirement of the river and harbor act of September 19, 1890.

The improvement desired is the reopening or restoration of an inlet through the barrier beach between Core Sound and the ocean, which inlet Captain Bixby's report states "has been practically closed for over fifty years" by the action of the sea, and which is now so obliterated that where it once was the beach is 3,000 to 4,000 feet across from ocean to sound, and 6½ feet above mean low water in the former.

Lest, since the date of the examination by Lieutenant Patrick, Corps of Engineers, Captain Bixby's assistant, any changes in the beach by exceptional gales might have induced the renewed application to Congress for the improvement, the locality was examined by Mr. W. H. Chadbourn, jr., assistant engineer, who reports that the former site of the inlet is now exactly as described by Lieutenant Patrick in his report of December 16, 1890, above cited—an unbroken beach 3,000 to 4,000 feet across and about 6½ feet above mean low water.

Hence, there is in the locality designated no inlet to examine or improve, and the ground is unchanged for the opinion expressed and concurred in both by the division engineer and by the Chief of Engineers (at the pages above cited) that the locality is not worthy of improvement.

Not only from the reports above cited, but from my own knowledge of the neighboring waters and of the conditions, I must report, in the prescribed phraseology, that, in my opinion, "Drum Inlet, between Portsmouth and Cape Lookout," North Carolina, is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 1, 1895.

Respectfully submitted to the Chief of Engineers, with concurrence in the conclusions of the local engineer.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 297.

SURVEY OF ALLIGATOR RIVER, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Alligator River, North Carolina.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 6, 1895.

SIR: I have the honor to inclose, herewith, a letter from the Chief of Engineers, dated February 4, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated January 26, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Alligator River, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 4, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 26, 1895, with map, from Maj. W. S. Stanton, Corps of Engineers, of the results of a survey of Alligator River, North Carolina, made to comply with provisions of section 12 of the river and harbor act of August 17, 1894.

Major Stanton submits project for improvement by the straightening of the 4 miles of the river next below the Fairfield Canal by making 13 cut-offs 30 feet wide and 7½ feet deep below the water surface as shown on the accompanying map.

The estimated cost of the improvement proposed is $6,000.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF ALLIGATOR RIVER, NORTH CAROLINA.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., January 26, 1895.

GENERAL: Referring to so much of the letter from your office of September 5, 1894, as assigned to my charge the survey of Alligator River, North Carolina, and the preparation of an estimate of the cost of its improvement, in accordance with a provision of the river and harbor act of August 17, 1894, I have the honor to say that the survey was made under my direction in November, 1894, by First Lieut. E. W. Van C. Lucas, Corps of Engineers, whose report of December 27, 1894, descriptive of the condition of the river, its navigation and commerce, with accompanying tracing, is herewith transmitted. The river is also described in two adverse reports of preliminary examinations of it, one by Captain Mercur, Corps of Engineers, January 27, 1883, pages 1059 and 1060, and one by Captain Hinman, Corps of Engineers, November 24, 1886, pages 991–993, Annual Reports of the Chief of Engineers, respectively, for 1884 and 1887.

After Lieutenant Lucas's survey was made I went up the river with him to the head of navigation at the canal and thence through the latter to Fairfield.

The river is of good width, and Lieutenant Lucas reports its depth nowhere less than nine feet up to the canal. Besides about forty stumps and a very few leaning trees, the obstructions complained of are, in the 4 miles next below the canal, where the river has its least width of about 50 feet, nineteen bends so abrupt that the steamboat that navigates the river collides with the banks in turning.

The banks are hardly at all timbered, but are covered with a dense growth of high reeds, and the soil is so soft, spongy, and light, pieces of the banks when detached float upon the water. There is little current, and collision of the steamboat with the banks imperils neither life nor limb, nor even causes damage to property. The benefit to navigation of straightening that part of the river would be the saving of perhaps one hour each way in the running of the steamboat, which makes one round trip per week in summer and two round trips per week through the rest of the year; also the saving of some time to such sailing vessels as visit the river irregularly.

The straightening of the 4 miles of river next below the Fairfield canal by making thirteen cut-offs-30 feet wide and 7½ feet deep (below the water surface), shown and numbered 1 to 13 on the map of Lieutenant Lucas's survey herewith, is estimated by him to embrace 26,000 cubic yards of excavation.

The estimated cost of such improvement of the river is $6,000.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

REPORT OF LIEUT. E. W. VAN C. LUCAS, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., December 27, 1894.

SIR: I have the honor to submit the following report of an examination and survey of Alligator River, North Carolina, made by me November 15 to 18, 1894. I made a careful examination of the river from its mouth to the head of navigation at Fairfield

Canal, and surveyed with compass and stadia that part lying between Kilkenny and Fairfield Canal, a map of which is submitted herewith.

Alligator River rises in the center of Hyde County and flows in a general northeasterly direction to Albemarle Sound, which it enters from the south shore, about opposite the mouth of Pasquotank River. It is navigated by steamers and sailing vessels from its mouth for about 42 miles to the entrance of Fairfield Canal, which is about 4 miles in length and runs from Alligator River to the town of Fairfield, situated on the northern shore of Mattamuskeet Lake.

From the mouth for 20 miles the course is quite straight and almost due south, the width varies from 4½ to 1½ miles, and the governing depth is about 9 feet. This part of the river is a broad, shallow estuary of Albemarle Sound, and there are in it no known obstructions to navigation.

In the next 7 miles the general direction of the river is westerly, and the channel is sinuous, but the curves are quite gentle, and the only obstructions to navigation are a few stumps and logs. The width gradually decreases from about 1,200 to about 200 yards, and the governing depth is somewhat greater than in the first 20 miles.

In the next 7 miles, ending at Kilkenny, the course of the river is through a cypress swamp. The width is much less, ranging from 400 to 200 feet, and the depth considerably greater, ranging from 15 to 40 feet. The bends are frequent and decided, but not sufficiently abrupt to interfere with navigation, and there are no obstacles to navigation.

Between Kilkenny and Fairfield Canal, a distance by river of 7.3 miles, the course of the river is through a flat, thinly-wooded country, the growth being mainly pine and maple. The depth is from 10 to 30 feet, and the width gradually decreases from 200 feet at Kilkenny to about 50 feet at Fairfield Canal. There are many very abrupt bends which a steamer can not round without running into the bank, and in many of these bends are submerged stumps which are often struck by steamers as they run against the bank, and increase considerably the difficulties of navigation. Were it not for the fact that deep water extends close to the banks, enabling vessels to strike them without grounding, it would be almost impossible for steamers to navigate this river. The banks are very low, about 6 inches above the ordinary water level, and are covered with a dense growth of reeds 15 to 20 feet high. A few trees projecting from the banks near bends should be removed. The soil is a very light, spongy, vegetable mold, and masses of growing reeds with the soil attached to the roots are often seen floating in the river.

The increasing difficulty of navigating this stream as it is ascended is indicated by the following table, showing the actual running time of the steamer *Lizzie Burrus* on her trip up the river November 15, on which occasion I was a passenger.

Beginning at a point near Kilkenny and distant 7 miles from Fairfield Canal, the running time for each mile was as follows:

	Minutes.
Thirty-fifth mile	10
Thirty-sixth mile	13
Thirty-seventh mile	12
Thirty-eighth mile	19
Thirty-ninth mile	18
Fortieth mile	20
Forty-first mile	25

This steamer can make about 8 miles an hour running free on a straight course. The conditions existing at the time the above trip was made were most favorable, and I was informed that the passage of the bends is much more difficult when there is any wind. As indicated in the above table, the most difficult navigation is in the 4 miles of river next below the Fairfield Canal, and it is in this part that improvement is desired.

The dangerous character of the submerged stumps was illustrated last winter when the *Burrus* struck one, had her shaft bent, and was disabled. The messenger sent for assistance had to travel 6 miles by rowboat, 40 miles overland, and about 40 miles by rail and steamer to Edenton before a tug could be found with which to tow her to Elizabeth City for repairs.

The Fairfield Canal runs from Alligator River to Fairfield, and is 4 miles long, 25 to 40 feet wide, and 7 feet deep, with a turning basin at the Fairfield end. It was originally cut by hand labor from the neighboring farms, and is now owned by a stock company, The Fairfield Canal and Turnpike Company, in which the Albemarle and Chesapeake Canal Company holds a controlling interest.

The improvement of the river is desired for the benefit of Fairfield, which is the largest town in Hyde County, and the distributing point for a considerable area. Fairfield has 14 general stores, 1 steam sawmill, and 2 wind gristmills, and a population of about 500. The nearest railroad is distant from Fairfield about 40 miles by road.

Hyde County has an area of 430 square miles, and had in 1890 a population of 8,903. Its principal crops in 1889 were, by the United States census of 1890, 369 bales cotton on 1,461 acres, 202,735 bushels corn on 15,664 acres, and 34,371 bushels oats on 2,117 acres.

The soil in the vicinity of Fairfield is a light vegetable mold 2 to 5 feet thick, underlaid with sand. The top soil is said to be very productive, needs little fertilizer, and yields average crops of 40 bushels corn or 60 bushels oats per acre. The principal crop is corn, but the farmers produce about all they need of other crops, and are said to be free from debt.

The commercial importance of Fairfield is indicated by the following statement, obtained from the canal company's records, of the shipments through the canal during the twelve months ending November 1, 1894. Appended thereto is a similar statement for 1886, attached for purposes of comparison:

Exports.

Articles.		1886.	1894.
Apples and potatoes	barrels	210	272
Cattle	head	52	31
Sheep	do	52	.....
Cotton	bales	.....	30
Cotton seed	pounds	.....	7,700
Eggs	dozen	5,010	6,739
Corn	bushels	44,094	63,928
Pease	do	1,538	626
Oats	do	11,180	10,644
Rice	do	2,095	4,700
Wheat	do	132	.....
Chickens		2,243	2,210
Through Carters Ditch.			
Corn	bushels	.....	25,000
Shingles		.....	500,000

Imports.

Bread	boxes and barrels	80	136
Beef and pork	do	88	55
Flour	barrels	456	622
Molasses	do	26	20
Cider and whisky	do	27	24
Sugar	do	53	70
Oil	do	41	64¼
Lime and cement	do	68	89
Coffee	bags	62	46½
Salt	do	81	194
Hats and shoes	boxes	82	75
Soap	do	74	73
Tobacco	do	120	180
Dry goods	cubic feet	659	723
Nails	kegs	57	76
Soda	crates	67	.....
Coal	tons	46	10¾
Lumber	feet	90,208	20,381
Shingles		.....	2,100
Bricks		21,400	24,650
Posts		537	442
Wood	cords	.....	11
Furniture	lots	.....	10
Commercial lime, estimated	tons	.....	400
Oyster shells, estimated	bushels	.....	10,000
Hay	bales	18	.....

Both ways.

Horses and buggies	28	20
Small boxes and packages	1,402	2,108
Passengers	365	207

The greater part of the freight, excepting corn, is carried to and from Fairfield on the Steamer *Lizzie Burrus*, a propeller boat 89 feet long, 22 feet beam, and of 6 feet draft, with gross tonnage of 155 and net tonnage of 105. This steamer makes two

round trips per week, excepting during the summer months, when she runs to Fairfield once a week, and the remainder of the time between Elizabeth City and Nags Head. On the run between Elizabeth City and Fairfield she stops at Eastlake, on right bank of Alligator River, near the mouth, at Gum Neck, on left bank, 26 miles from mouth, and at Kilkenny, on left bank, 34 miles from mouth.

Various sailing vessels run irregularly to Fairfield, principally for corn.

Considerable freight is shipped to and from Fairfield through Carters Ditch, a small canal about 15 feet wide, 1 foot deep, and 4 miles long, running from Fairfield to Alligator River, which it joins about 3 miles below the entrance to Fairfield Canal. Freight is carried through the ditch on small flatboats, and at its junction with the river is transferred to or from sailing vessels. The imports through the ditch can not be estimated, but a rough estimate of corn and shingles carried out is given above.

The pine lumber cut in this vicinity is made into rafts at Kilkenny and the entrance to Fairfield Canal, from which points it is towed out of the river. It is estimated that about 5,000,000 feet, B. M., is annually carried out in this way.

Improvement desired.—The residents of Fairfield wish to have the river straightened in order to improve their means of communication with the outside world, as they are almost entirely dependent on the river highway. They think that such improvement would attract competing steamers, and that the consequent reduction in freight charges would draw to Fairfield for shipment the products of the remoter part of the country, resulting in a larger population becoming dependent on Fairfield for supplies.

The steamboat men desire the river straightened and the dangerous stumps removed in order to decrease the time and difficulty of passage. They have already cut off many of the worst points, and have made one cut-off by which three difficult turns are avoided.

These improvements could be effected by removing the most dangerous stumps, probably not more than forty in number, and by cutting through the worst points, either by dredging or by hand. In past years two such cuts have been made, the first, called "The Thoroughfare," about 2 miles below Fairfield Canal, and the second, called "Husseys Cut," about 1 mile below. "Thoroughfare" cut was made perhaps fifty years ago by cutting with handsaws through the mass of roots on each side and floating out the resulting raft. It is said to have cost two barrels of corn. "Husseys" Cut was made about four years ago by Captain Hussey, at that time commanding the steamer *Lizzie Burrus*. He had the cut dug as deep as possible with long-handled shovels, and barely wide enough to admit his steamer. Then, after several trials, he succeeded in forcing the steamer through the cut, which has since been regularly used. Its original width of about 20 feet has been gradually widened to 30 feet, by vessels striking the banks, and its length is about 60 feet.

On the accompanying map I have laid out 13 cut-offs, which, if made, will be of material benefit to navigation. The following table gives the cuts in the order of their importance, and states, (1) the number and angles of turns that each cut will avoid, (2) the distance saved by each cut, (3) the length of each cut, and (4) the excavation necessary for making each cut.

These cuts will avoid the worst bends in the river and enable a steamer the size of the *Lizzie Burrus* to run to Fairfield Canal without striking the banks. In deciding on proposed cuts only those bends were considered that could not be rounded by this steamer, with all possible aid from rudder and propeller, without its striking the bank.

Estimates for cut-offs 30 feet wide and 7½ feet below surface water, the banks being assumed as 6 inches above water surface.

Cut No.	Turns saved, No.	Angles.	Distance saved.	Length of cut.	Excavation.
			Feet.	*Feet.*	*Cubic Yds.*
1	4	63°, 115°, 55°, 120°	500	315	2,804
2	1	130°	200	130	1,157
3	1	125°	200	160	1,424
8	1	170°	400	120	1,068
9	1	148°	300	190	1,691
10	1	115°	100	200	1,780
11	4	130°, 115°, 77°, 105°	1,300	210	1,869
12	7	125°, 130°, 150°, 155°, 75°, 130°, 100°	2,000	800	7,120
4	2	67°, 100°	150	200	1,780
5	3	80°, 125°, 52°	200	150	1,335
6	2	100°, 100°	200	180	1,602
13	3	105°, 160°, 78°	350	140	1,246
7	2	55°, 80°	50	160	1,424
	32		5,950	2,955	26,300

Hyde County has an area of 430 square miles, and had in 1890 a population of 8,903. Its principal crops in 1889 were, by the United States census of 1890, 369 bales cotton on 1,461 acres, 202,735 bushels corn on 15,664 acres, and 34,371 bushels oats on 2,117 acres.

The soil in the vicinity of Fairfield is a light vegetable mold 2 to 5 feet thick, underlaid with sand. The top soil is said to be very productive, needs little fertilizer, and yields average crops of 40 bushels corn or 60 bushels oats per acre. The principal crop is corn, but the farmers produce about all they need of other crops, and are said to be free from debt.

The commercial importance of Fairfield is indicated by the following statement, obtained from the canal company's records, of the shipments through the canal during the twelve months ending November 1, 1894. Appended thereto is a similar statement for 1886, attached for purposes of comparison:

Exports.

Articles.		1886.	1894.
Apples and potatoes	barrels	210	272
Cattle	head	52	31
Sheep	do	52	.....
Cotton	bales	.....	30
Cotton seed	pounds	.....	7,700
Eggs	dozen	5,010	6,739
Corn	bushels	44,094	63,928
Pease	do	1,538	626
Oats	do	11,180	10,644
Rice	do	2,095	4,700
Wheat	do	132	.....
Chickens		2,243	2,210
Through Carters Ditch.			
Corn	bushels	.....	25,000
Shingles		.....	500,000

Imports.

Bread	boxes and barrels	80	136
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Coffee	bags	62	46½
Salt	do	81	194
Hats and shoes	boxes	82	75
Soap	do	74	73
Tobacco	do	120	180
Dry goods	cubic feet	659	723
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Soda	crates	67	.....
Coal	tons	46	10¾
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round trips per week, excepting during the summer months, when she runs to Fairfield once a week, and the remainder of the time between Elizabeth City and Nags Head. On the run between Elizabeth City and Fairfield she stops at Eastlake, on right bank of Alligator River, near the mouth, at Gum Neck, on left bank, 26 miles from mouth, and at Kilkenny, on left bank, 34 miles from mouth.

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The steamboat men desire the river straightened and the dangerous stumps removed in order to decrease the time and difficulty of passage. They have already cut off many of the worst points, and have made one cut-off by which three difficult turns are avoided.

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Estimates for cut-offs 30 feet wide and 7½ feet below surface water, the banks being assumed as 6 inches above water surface.

Cut No.	Turns saved, No.	Angles.	Distance saved.	Length of cut.	Excavation.
			Feet.	*Feet.*	*Cubic Yds.*
1	4	63°, 115°, 55°, 120°	500	315	2, 804
2	1	130°	200	130	1, 157
3	1	125°	200	160	1, 424
8	1	170°	400	120	1, 068
9	1	148°	300	190	1, 691
10	1	115°	100	200	1, 780
11	4	130°, 115°, 77°, 105°	1, 300	210	1, 869
12	7	125°, 130°, 150°, 155°, 75°, 130°, 100°	2, 000	800	7, 120
4	2	67°, 100°	150	200	1, 780
5	3	80°, 125°, 52°	200	150	1, 335
6	2	100°, 100°	200	180	1, 602
13	3	105°, 160°, 78°	350	140	1, 246
7	2	55°, 80°	50	160	1, 424
	32		5, 950	2, 955	26, 300

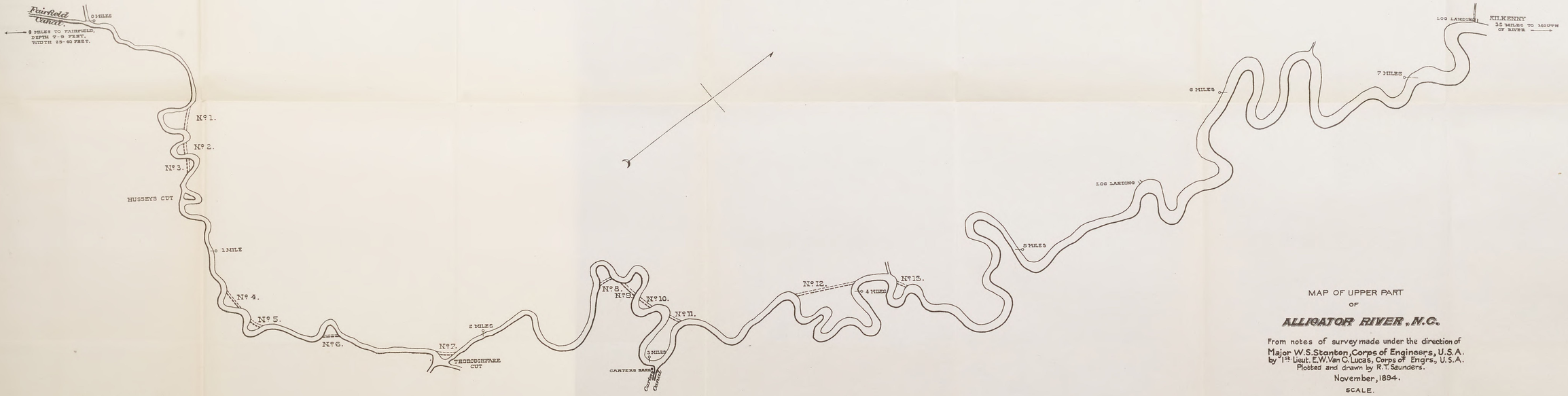
The material of which the bank is composed is light and spongy and so soft that a pole can be thrust by hand to a depth of 10 feet. There is no current and nothing can be expected from erosion. If these proposed cuts be made there will remain in the channel very few stumps to be removed, as the greater number are in the bad bends, which by the use of the proposed cuts will no longer form parts of the best waterway to Fairfield.

Respectfully,

E. W. VAN C. LUCAS,
First Lieutenant of Engineers.

Maj. W. S. STANTON,
Corps of Engineers, U. S. A.

S.
S.



AMOUNT OF EXCAVATION REQUIRED TO MAKE 13 CUT-OFFS, 30 FT. WIDE, 8 FT. DEEP, AS SHOWN ON DRAWING.

Cut	Cu.Yds.	Cut	Cu.Yds.
No. 1.	2804	No. 8.	1068
" 2.	1157	" 9.	1691
" 3.	1424	" 10.	1780
" 4.	1780	" 11.	1869
" 5.	1335	" 12.	7120
" 6.	1602	" 13.	1248
" 7.	1424	TOTAL	26300

MAP OF UPPER PART
OF
ALLIGATOR RIVER, N.C.

From notes of survey made under the direction of
Major W.S.Stanton, Corps of Engineers, U.S.A.
by 1st Lieut. E.W.Van C.Lucas, Corps of Engrs, U.S.A.
Plotted and drawn by R.T.Saunders.
November, 1894.

SCALE.

500 0 500 1000 2000

Respectfully transmitted to the Chief of Engineers, with Report of this date.

W.S.Stanton
Major, Corps of Engineers, U.S.A.

U.S.Engineer Office,
Wilmington, N.C.
January 26, 1895.

H Ex 297. 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 298.

SURVEY OF RARITAN BAY, NEW JERSEY, BETWEEN SOUTH AMBOY AND GREAT BEDS LIGHT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Raritan Bay, New Jersey, between South Amboy and Great Beds Light, with a view of deepening the channel.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 5, 1895, together with a copy of a report from Lieut. Col. G. L. Gillespie, Corps of Engineers, dated February 2, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, "between South Amboy and Great Beds Light, with a view to deepening the channel to 21 feet at mean low water."

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: The river and harbor act of August 17, 1894, contains an appropriation of $40,000 for "improving harbor at Raritan Bay, New Jersey," and provides that "this appropriation shall include a survey between South Amboy and Great Beds Light, with a view to deepening the channel to 21 feet at mean low water."

I have now the honor to submit the accompanying copy of report of February 2, 1895, by Lieut. Col. G. L. Gillespie, Corps of Engineers, with map, of the results of the survey thus provided for.

Lieutenant-Colonel Gillespie states that the length of the waterway between the 21-foot curves is 7,300 feet, approximately, and the amount

of material necessary to be removed, to give throughout this length a width of 300 feet and a depth of 21 feet at mean low water, is estimated to be 680,000 cubic yards. If the work be done in one year, at the existing contract price of 17½ cents per cubic yard, the cost of completion of the project, adding 10 per cent for contingencies, will be $130,000, approximately.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF RARITAN BAY, NEW JERSEY, BETWEEN SOUTH AMBOY AND GREAT BEDS LIGHT, WITH A VIEW TO DEEPENING THE CHANNEL TO 21 FEET AT MEAN LOW WATER.

ENGINEER OFFICE, UNITED STATES ARMY,
New York, N. Y., February 2, 1895.

GENERAL: I have the honor to state that the river and harbor act of August 17, 1894, appropriating $40,000 for continuing the improvement of Raritan Bay, New Jersey, provides for "a survey between South Amboy and Great Beds Light, with a view to deepening the channel to 21 feet at mean low water."

The original project for the improvement of South Amboy channel, adopted in 1885, contemplates a channel length of 3,300 feet, a width of 300 feet, and a depth of 15 feet at mean low water.

The new survey required to be made by the act of 1894 was completed during the month of December, 1894, under the direction of Mr. G. W. Kuehnle, assistant engineer, copy of whose report is herewith inclosed.

The length of the waterway between the 21-foot curves is shown on the accompanying chart to be 7,300 feet, approximately, and the amount of material necessary to be removed to give throughout this length a width of 300 feet, and a depth of 21 feet at mean low water, is estimated to be 680,000 cubic yards.

If the work be done in one year, at the existing contract price of 17½ cents per cubic yard, the cost of completion of the project, adding 10 per cent for contingencies, will be $130,000, approximately.

When work was suspended on this improvement, July 14, 1893, the full projected width and depth had been reached, but, as stated in the Annual Report for 1894, the channel is subject to constant deterioration by deposits, and frequent dredging is required to maintain the improved depths. It is thought that the cost of maintenance will be less in proportion as the improved depth is made greater.

The shoalings during the past two years have been slightly less than formerly, still there is now a continuous reach of the channel, embracing the angle where change of direction occurs, 2,000 feet long, over which the depth is less than 14 feet at mean low water.

When the contract of October 30, 1894, which provides for the removal of 96,000 cubic yards of material from this channel, is completed it is estimated that the projected width and depth will be restored.

The necessity for increasing the existing depth in this channel is shown by the accompanying letter from the mayor of the city of South Amboy, N. J. The main point made is that the coal barges coming out of Raritan River and bound for New York City arrange their arrival

at Great Beds Light so as to catch the first of the flood tide and go with it through Arthur Kill and Kill van Kull to upper bay of New York Harbor. As these barges sometimes draw 17 feet and over, the South Amboy Channel, with only 15 feet at low water, must be cleared before the new tide sets, otherwise one tide will be lost. Such a delay materially interferes with prompt and economical delivery of coal supplies to ocean steamers.

Very respectfully, your obedient servant,

G. L. GILLESPIE,
Lieut. Col., Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

REPORT OF MR. G. W. KUEHNLE, ASSISTANT ENGINEER.

ENGINEER OFFICE, UNITED STATES ARMY,
New York, N. Y., January 28, 1895.

SIR: In compliance with your orders, I have the honor to submit the following report on the survey of the channel between South Amboy and Great Beds Light, Raritan Bay, New Jersey, made in accordance with the requirements of river and harbor act of August 17, 1894:

The survey was made in the usual manner by the hydrographic party in charge of Mr. John Johnstone, under directions from this office, during the month of December, 1894. It extends from the wharves at South Amboy to the 21-foot channel running from Perth Amboy to Seguine Point.

This channel forms the connecting link between Raritan River and the Lower Bay, New York Harbor, and carries the commerce of Raritan and South Rivers and of South Amboy. South Amboy is the principal eastern terminus for the coal traffic of the Pennsylvania Railroad, and supplies a great part of the coal used by ocean steamers, which can be carried economically only in barges of deep draft. The draft of the large barges now used in this traffic is 17 feet, and they can leave South Amboy only at high water. The present channel depth is inadequate to the demands of navigation, and should be increased to 21 feet at mean low water, the same depth as that to Perth Amboy, on the opposite side of the bay.

The estimated quantity of material required to be removed to give a channel 7,300 feet long, 300 feet wide, and 21 feet deep, mean low water, is 682,000 cubic yards, including an allowance of 1 foot for overdepth and one-third increase in bulk for scow measurement, and exclusive of the amount now under contract. The material is mainly hard, compact sand, with a little overlying mud. The cost of removing this material will probably not be less than 20 cents per cubic yard, making the estimated cost of this project, including 10 per cent for inspection and contingencies, $150,000.

Very respectfully, your obedient servant,

G. W. KUEHNLE, *Assistant Engineer.*

Col. G. L. GILLESPIE,
Corps of Engineers, U. S. A.

LETTER OF MR. D. C. CHASE.

OFFICE OF THE MAYOR,
South Amboy, N. J., January 22, 1895.

DEAR SIR: I have the honor to acknowledge the receipt of your favor of yesterday, and in reply beg respectfully to say the contents in your report for 1892, Appendix E, page 836, paragraph 2; for 1893, last paragraph on page 1073; and for 1894, page 783, paragraph 8, was what prompted us to call your attention to the grounding of vessels in the improved channel between South Amboy and Great Beds Light, but those that I gave you are only such as grounded when in charge of one line; there are many others. You will notice from my report that these were tows, generally containing several boats, the draft of the vessels being from 17 to 7 feet, the grounding of the deeper ones in the center of the dug channel each time resulting in the grounding of them all by their swinging to the sides of the channel, where there

is less water; but the number of vessels grounding is few compared to what it was before the improvements that you have brought about by dredging there.

I think you are fully aware of the way in which the vessels are handled between the Raritan River and points on the South Amboy side of Great Beds in New York Harbor, intermediate points, and to Sound ports. Vessels come down the river and from points that side of Great Beds to below Great Beds Light with the last of the ebb tide and by the first of the flood up Staten Island Sound and through to New York while that flood tide lasts, except many of the deepest barges, which are brought over the shoal between South Amboy and Great Beds Light at high water and anchored at the tail of Great Beds until the first of the next flood. But the principal traffic there is handled in a way to make it absolutely necessary that they lose no time that can be avoided in transit. Much of it goes to mail steamships, which can not receive their fuel until in the proper condition, which is brought about by the discharge of their cargo, and then must get it in quickly in order to sail at their stated times. When one of the tows, as shown by the report I sent you yesterday, grounds, of course, as you are aware, it can not again float until the tide has run flood sufficiently long to raise the boats from the bottom; then in bucking the tide the balance of the way to around Great Beds Light is slow work, and it results in all the boats in the tow and their cargoes losing one tide, or about twelve hours, and has caused the delay of mail steamships and others, as well as the shutting down of manufactories, to which some of the cargoes were consigned.

Another reason for my sending you the report was the fact that I appeared before the River and Harbor Committee of the last Congress, and not only succeeded in getting a further appropriation for the improvement of the channel between South Amboy and Great Beds Light, but a survey of the project of deepening it to 21 feet at mean low tide. I thought possibly you might send a report, with the result of your survey, and was anxious that it might not contain a clause like those in your last three annual reports above referred to.

I should be glad to give any further information that you may desire.

Very respectfully,

D. C. CHASE.

Col. G. L. GILLESPIE,
Corps of Engineers, U. S. A.

PERTH AMBOY

BULKHEAD LINE

PIERHEAD LINE

ARTHUR KILL

STATEN ISLAND

Ward's Point

PIERHEAD LINE

BULKHEAD LINE

RARITAN RIVER

MAGNETIC NORTH

SOUTH AMBOY

BULKHEAD LINE

PIERHEAD LINE

Improvement of
Raritan Bay, New Jersey,

in charge of

Lieut. Col. G. L. Gillespie, Corps of Engineers, U.S.A.

Map of
Channel between
Great Beds Light and South Amboy,

Surveyed December, 1894.

- To comply with River and Harbor Act of Aug. 17, 1894. -

Scale 1/3750

500 400 200 200 100 0 500 1000 1500 2000 2500 FEET.

Engineer Office, U.S.A.
New York City, Feb. 2, 1895.
Sent to the Chief of Engineers, U.S.A.,
Washington, D.C., with report of this date.

G. L. Gillespie
Lieut. Col. of Engineers, U.S.A.

Soundings.

Soundings are expressed in feet and refer to the plane of M. L. W. established by U.S. Engineers at South Amboy in 1878; 10.803 feet below B.M.2 on U.S.E.S. Monument 298 at Ward's Point.

The 9 feet curve is shown thus: .....

" 12 " " " " "

" 15 " " " " "

" 18 " " " " "

" 21 " " " " "

LIMIT OF PROPOSED CHANNEL

LIMIT OF PROPOSED CHANNEL

GREAT BEDS LIGHT

H Ex 295 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 299.

SURVEY OF MILFORD HAVEN, VIRGINIA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Milford Haven from Piankatank River, Virginia.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 5, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 4, 1895, together with a copy of a report from Maj. C. E. L. B. Davis, Corps of Engineers, dated January 31, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of bar at the northwest entrance of Milford Haven from Piankatank River, Virginia.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 4, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 31, 1895, with map, by Maj. Charles E. L. B. Davis, Corps of Engineers, of the results of a survey of bar at the northwest entrance of Milford Haven from Piankatank River, Virginia, made to comply with provisions of section 12 of the river and harbor act of August 17, 1894.

Major Davis recommends improvement of the entrance by dredging, as shown on the map, at an estimated cost of $12,500.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF BAR AT THE NORTHWEST ENTRANCE OF MILFORD HAVEN FROM PIANKATANK RIVER, VIRGINIA.

UNITED STATES ENGINEER OFFICE,
Washington, D. C., January 31, 1895.

GENERAL: In compliance with the instructions contained in Department letter of September 1, 1894, I have the honor to submit the following report of a survey of the "bar at the northwest entrance of Milford Haven from Piankatank River," made September 12 to 22, 1894, to comply with the provisions of the river and harbor act of August 17, 1894.

Milford Haven, Virginia, is a tidal estuary of Chesapeake Bay, situated on its westerly shore, near Cherry Point, at the mouth of Piankatank River, and about 35 miles north of Old Point Comfort.

The haven is about 4 miles long and from one-half mile to 1 mile wide and its general direction northwest and southeast. The depth in the channel ranges from 6½ to 15 feet, but is generally 7 feet or more. The haven has two entrances, one at the northwest end, at Hills Bay, an arm of Piankatank River, about 2 miles from Cherry Point, and another at the southeast end, on Chesapeake Bay, about 5 miles south of Cherry Point and the same distance above Wolf Trap light. The haven thus forms a strait, separating from the main shore a considerable body of land known as Gwynns Island. The island is 4 miles long, and has an extreme width at its northerly end of nearly 2 miles. It has a population of from 600 to 700, chiefly engaged in fishing and oystering. About 3 miles from the northwest entrance an important arm of the haven, called Stutts Creek, enters from the west. It is 2½ miles long, one-half mile wide near the mouth, and has a ruling depth of 7 feet.

There are three wharves in Milford Haven. The first landing made by steamers entering the haven is at Cricket Hill Wharf on the mainland, one-sixth mile from the northwest entrance; the second is at Callis Wharf on Gwynns Island, three-fifths of a mile from the same entrance, and the third is at Fitchett's Wharf in Stutts Creek, 4 miles from the northwest entrance. The last-named wharf is the landing for Mathews Court House, and is the most important shipping point for freight in the haven.

Both entrances to the haven are obstructed by bars. The southeast entrance, being situated on Chesapeake Bay, is exposed, and as the bar has a ruling depth of but 5 feet, the entrance is seldom used. The northwest entrance, from Piankatank River, is the one generally used by vessels and steamers entering the haven, and is the one at which the survey was made.

The operations of the survey were commenced by the establishment of a tide gauge at Cricket Hill Wharf, an assistant having been sent in advance for this purpose, as well as to engage men and boats and obtain stakes for sounding stations. The gauge was set so that the zero coincided with the best obtainable natural low-tide marks, and was observed during the period of the survey (ten days). The average of all the low-tide readings was one and one-half tenths above zero, or, eliminating the readings during easterly winds, which here cause high tides, the average would be one-half tenth above zero, so that the zero of the gauge as set was regarded as practically representing the plane of mean low tide. A bench mark was established by a notch cut on the root of a sycamore tree 53.5 feet east of the store and warehouse at

the shore end of the Cricket Hill Wharf. A copper nail in the notch is 7.65 feet above mean low tide.

Base lines were established on the main shore near Cricket Hill Wharf, from which the adjacent shore of Gwynns Island was located by triangulation. Sounding stations were set out on both sides of the channel and located from the base lines by triangulation and measurement. Lines of time soundings were then taken between stations and the soundings reduced to low tide. The hydrography was carried over the bar and for about 3,400 feet outside the entrance at Narrows Point, while within the haven it covered 1,800 linear feet of channel; in all, about one mile. Seventeen borings were taken at various points on the bar and in the channel to depths ranging from 10 to 20 feet below low tide. The material was found to be generally sand of varying degrees of hardness. Float observations were made on flood and ebb tides to determine the direction of the tidal currents. The results of the survey are shown on the accompanying map.

Hills Bay, on the Piankatank River, has a depth of 20 feet, gradually diminishing at its head to 14 feet, the channel width between the 12-foot curves at this point being about 750 feet, as shown upon the map. The channel into Milford Haven turns sharply from a southerly to an easterly course, and in a distance of 250 feet the depth shoals from 12 to 8 feet at the crest of the bar. About 100 feet beyond the crest a depth of 10 feet is found. Thence to Narrows Point the channel is from 150 to 200 feet wide and from 10 to 15 feet deep, increasing to a maximum of 20 feet off the point. The ruling depth at Cricket Hill Wharf is 14 feet, diminishing to 11 feet at the easterly limit of the survey.

The ruling depth on the bar in 1868–69, as shown by the Coast Survey map of that date, was 7 feet. The increase to the present ruling depth of 8 feet is due to dredging done by the Maryland Steamboat Company in 1882 and again in 1887, to facilitate the passage of their steamer which navigates the haven. The steamer draws 7 feet when loaded, but in passing through a narrow and shoal channel the draft is increased by about 1 foot, so that 8 feet depth is barely sufficient on normal low tide. On extreme low tides, caused by northwest winds, the steamer drags, and the passage of the bar becomes difficult, if not impracticable. The representatives of the steamboat company state that the channel has shoaled after each dredging. As the floats which were set out passed directly through the channel, there was no indication that this shoaling is due to littoral tidal currents. It seems rather to result from the sudden change in direction in the channel by which the shoal now marked by the easterly buoy tends to build out into the channel, the material being supplied by the erosive action of the waves on the adjacent flats. The improvement which is needed to accommodate navigation is the dredging of a channel through the bar so as to increase depth and width at the turn from Hills Bay into the Milford Haven channel. As the haven is used largely as a harbor of refuge, it is important that the depth should be such that the channel will be available during the low tides which accompany high winds and severe storms. It is therefore recommended that the depth be made 10 feet at low tide, and that the alignment of the natural channel be improved by widening it at the mouth to substantially the lines shown upon the map, the minimum width being 200 feet. At present it is difficult for a steamer to enter the haven during high winds, as it is liable to be carried into shoal water while making the sharp turn at the crest of the bar. The lines proposed will reduce the angle of curvature and be of material aid to navigators.

SURVEY OF BAR AT THE NORTHWEST ENTRANCE OF MILFORD HAVEN FROM PIANKATANK RIVER, VIRGINIA.

UNITED STATES ENGINEER OFFICE,
Washington, D. C., January 31, 1895.

GENERAL: In compliance with the instructions contained in Department letter of September 1, 1894, I have the honor to submit the following report of a survey of the "bar at the northwest entrance of Milford Haven from Piankatank River," made September 12 to 22, 1894, to comply with the provisions of the river and harbor act of August 17, 1894.

Milford Haven, Virginia, is a tidal estuary of Chesapeake Bay, situated on its westerly shore, near Cherry Point, at the mouth of Piankatank River, and about 35 miles north of Old Point Comfort.

The haven is about 4 miles long and from one-half mile to 1 mile wide and its general direction northwest and southeast. The depth in the channel ranges from 6½ to 15 feet, but is generally 7 feet or more. The haven has two entrances, one at the northwest end, at Hills Bay, an arm of Piankatank River, about 2 miles from Cherry Point, and another at the southeast end, on Chesapeake Bay, about 5 miles south of Cherry Point and the same distance above Wolf Trap light. The haven thus forms a strait, separating from the main shore a considerable body of land known as Gwynns Island. The island is 4 miles long, and has an extreme width at its northerly end of nearly 2 miles. It has a population of from 600 to 700, chiefly engaged in fishing and oystering. About 3 miles from the northwest entrance an important arm of the haven, called Stutts Creek, enters from the west. It is 2½ miles long, one-half mile wide near the mouth, and has a ruling depth of 7 feet.

There are three wharves in Milford Haven. The first landing made by steamers entering the haven is at Cricket Hill Wharf on the mainland, one-sixth mile from the northwest entrance; the second is at Callis Wharf on Gwynns Island, three-fifths of a mile from the same entrance, and the third is at Fitchett's Wharf in Stutts Creek, 4 miles from the northwest entrance. The last-named wharf is the landing for Mathews Court House, and is the most important shipping point for freight in the haven.

Both entrances to the haven are obstructed by bars. The southeast entrance, being situated on Chesapeake Bay, is exposed, and as the bar has a ruling depth of but 5 feet, the entrance is seldom used. The northwest entrance, from Piankatank River, is the one generally used by vessels and steamers entering the haven, and is the one at which the survey was made.

The operations of the survey were commenced by the establishment of a tide gauge at Cricket Hill Wharf, an assistant having been sent in advance for this purpose, as well as to engage men and boats and obtain stakes for sounding stations. The gauge was set so that the zero coincided with the best obtainable natural low-tide marks, and was observed during the period of the survey (ten days). The average of all the low-tide readings was one and one-half tenths above zero, or, eliminating the readings during easterly winds, which here cause high tides, the average would be one-half tenth above zero, so that the zero of the gauge as set was regarded as practically representing the plane of mean low tide. A bench mark was established by a notch cut on the root of a sycamore tree 53.5 feet east of the store and warehouse at

the shore end of the Cricket Hill Wharf. A copper nail in the notch is 7.65 feet above mean low tide.

Base lines were established on the main shore near Cricket Hill Wharf, from which the adjacent shore of Gwynns Island was located by triangulation. Sounding stations were set out on both sides of the channel and located from the base lines by triangulation and measurement. Lines of time soundings were then taken between stations and the soundings reduced to low tide. The hydrography was carried over the bar and for about 3,400 feet outside the entrance at Narrows Point, while within the haven it covered 1,800 linear feet of channel; in all, about one mile. Seventeen borings were taken at various points on the bar and in the channel to depths ranging from 10 to 20 feet below low tide. The material was found to be generally sand of varying degrees of hardness. Float observations were made on flood and ebb tides to determine the direction of the tidal currents. The results of the survey are shown on the accompanying map.

Hills Bay, on the Piankatank River, has a depth of 20 feet, gradually diminishing at its head to 14 feet, the channel width between the 12-foot curves at this point being about 750 feet, as shown upon the map. The channel into Milford Haven turns sharply from a southerly to an easterly course, and in a distance of 250 feet the depth shoals from 12 to 8 feet at the crest of the bar. About 100 feet beyond the crest a depth of 10 feet is found. Thence to Narrows Point the channel is from 150 to 200 feet wide and from 10 to 15 feet deep, increasing to a maximum of 20 feet off the point. The ruling depth at Cricket Hill Wharf is 14 feet, diminishing to 11 feet at the easterly limit of the survey.

The ruling depth on the bar in 1868–69, as shown by the Coast Survey map of that date, was 7 feet. The increase to the present ruling depth of 8 feet is due to dredging done by the Maryland Steamboat Company in 1882 and again in 1887, to facilitate the passage of their steamer which navigates the haven. The steamer draws 7 feet when loaded, but in passing through a narrow and shoal channel the draft is increased by about 1 foot, so that 8 feet depth is barely sufficient on normal low tide. On extreme low tides, caused by northwest winds, the steamer drags, and the passage of the bar becomes difficult, if not *im*practicable. The representatives of the steamboat company state that the channel has shoaled after each dredging. As the floats which were set out passed directly through the channel, there was no indication that this shoaling is due to littoral tidal currents. It seems rather to result from the sudden change in direction in the channel by which the shoal now marked by the easterly buoy tends to build out into the channel, the material being supplied by the erosive action of the waves on the adjacent flats. The improvement which is needed to accommodate navigation is the dredging of a channel through the bar so as to increase depth and width at the turn from Hills Bay into the Milford Haven channel. As the haven is used largely as a harbor of refuge, it is important that the depth should be such that the channel will be available during the low tides which accompany high winds and severe storms. It is therefore recommended that the depth be made 10 feet at low tide, and that the alignment of the natural channel be improved by widening it at the mouth to substantially the lines shown upon the map, the minimum width being 200 feet. At present it is difficult for a steamer to enter the haven during high winds, as it is liable to be carried into shoal water while making the sharp turn at the crest of the bar. The lines proposed will reduce the angle of curvature and be of material aid to navigators.

The estimated cost of the proposed improvement is as follows:

34,000 cubic yards of dredging, at 30 cents	$10,200
Contingencies	2,040
Total	12,240

or, in round numbers, $12,500.

A convenient dumping ground may be found in Piankatank River in about 18 feet of water, where the material will neither interfere with navigation nor with oyster culture.

The bar referred to by pilots as obstructing the channel between Cricket Hill Wharf and Callis Wharf was found to consist of shoals projecting into the channel, which prevented the steamer from taking a direct course. Soundings were taken in the channel from the easterly limit of the survey to Callis Wharf, and a depth of 10 feet or more was found. No work is therefore proposed inside the haven at the present time.

Milford Haven has a large trade, which is estimated annually as follows:

Oysters, 125,000 bushels; fish valued at $30,000, and farm produce valued at $100,000.

It is an important harbor of refuge for small vessels, and from 150 to 200 vessels pass over the bar annually.

A preliminary examination of the haven was made in 1892, and it was recommended as worthy of improvement (Report of Chief of Engineers, 1893, p. 1319). The opinion then expressed is still held, and an appropriation of $12,500 is recommended for the improvement.

Very respectfully, your obedient servant,

CHAS. E. L. B. DAVIS,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 1, 1895.

Respectfully submitted to the Chief of Engineers and recommended for approval.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.



PIANKATANK RIVER

GWYNNS ISLAND

Magnetic Meridian

Callis Wharf

MILFORD HAVEN

Narrows Point

Cricket Hill Wharf

MAP OF MILFORD HAVEN, VA.

AT THE NORTHWEST ENTRANCE

Surveyed in September 1894.

6 ft. curve shown thus
9 " " " "
12 "
18 " " "
Paths of Floats
Lines of Proposed Dredging

Scale.

To accompany Report of January 31, 1895.

Chas. W. Raymond
Major, Corps of Engineers.

H Ex 299 - 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 300.

PRELIMINARY EXAMINATION OF CHANNEL CONNECTING IRONDEQUOIT BAY, NEW YORK, WITH LAKE ONTARIO.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of channel connecting Irondequoit Bay, New York, with Lake Ontario.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 5, 1895, together with a copy of a report from Capt. Dan C. Kingman, Corps of Engineers, dated January 21, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of channel connecting Irondequoit Bay, New York, with Lake Ontario.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 21, 1895, by Capt. Dan C. Kingman, Corps of Engineers, of results of preliminary examination of channel connecting Irondequoit Bay, New York, with Lake Ontario, made in accordance with the requirements of the river and harbor act of August 17, 1894.

PIANKATA

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 300.

PRELIMINARY EXAMINATION OF CHANNEL CONNECTING IRONDEQUOIT BAY, NEW YORK, WITH LAKE ONTARIO.

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THE SECRETARY OF WAR,

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Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated January 21, 1895, by Capt. Dan C. Kingman, Corps of Engineers, of results of preliminary examination of channel connecting Irondequoit Bay, New York, with Lake Ontario, made in accordance with the requirements of the river and harbor act of August 17, 1894.

Captain Kingman expresses the opinion that the channel connecting Irondequoit Bay with Lake Ontario is not worthy of improvement by the General Government.

This opinion is concurred in by Col. H. L. Abbot, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CHANNEL CONNECTING IRONDEQUOIT BAY WITH LAKE ONTARIO, NEW YORK.

UNITED STATES ENGINEER OFFICE,
Oswego, N. Y., January 21, 1895.

GENERAL: I have the honor to submit the following report of a preliminary examination of the channel connecting Irondequoit Bay with Lake Ontario, New York:

Irondequoit Bay is on the south side of Lake Ontario, about midway between the mouth of the Niagara River and the head of the St. Lawrence. It is an irregular, rock-bound body of water, extending inland about 4 miles. Its width at its mouth is about 6,000 feet, and it is separated from Lake Ontario by a narrow sand bar, the crest of which is a few feet above the level of high water in the lake, and the width of which above water is from 200 to 600 feet. On the lake side of the bar is a sand beach, and the depth of water increases very gradually, it being a distance of about 1,700 feet from the shore to the 18-foot contour. On the bay side of the bar the water is also shallow for a distance of about 3,500 feet. This portion of the bay is generally overgrown by tall rushes, the growth being intersected by a number of crooked channels and interspersed with patches of open water. The distance, therefore, from deep water in the lake to deep water in the bay is about 1 mile.

After passing beyond shallow water the bay for a distance of a mile and a quarter is from a quarter to a half mile wide, and for a mile and a half farther there is a width of three-quarters of a mile throughout which the water is still deep; that is to say, from 30 to 80 feet. The head of the bay is quite shallow, being generally less than 12 feet in depth. The channel connecting the bay with the lake cuts through the sand bar about on the line of the axis of the bay.

At the time that I examined it, in November, 1894, the width of waterway was about 50 feet, and its available depth did not exceed 30 inches; this was from the crest of the bar toward the lake. Toward the bay the channel was somewhat wider, and a depth of 6 feet might perhaps be carried through to the bay. This small channel simply serves to maintain a uniform level between the water in the bay and the water in the lake.

The action of the waves of the lake, and of the wind upon the dry sand of the beach, tends constantly to close up the channel.

At the time that I saw it, it is probable that its size was at a minimum, for at this season of the year there was little to produce a current, and consequently very little scour.

There are a number of brooks and small streams that flow into the bay,

and during the spring freshets they no doubt discharge a very considerable volume of water. At this time the current in the channel would be augmented, the scour would increase, and the channel would undoubtedly be enlarged.

I was informed by a man who had lived on the bank of this channel for the past fourteen years that it was scoured out every spring to a width of about 100 feet and a depth of from 12 to 15 feet.

The channel and bay are recognized as navigable water of the United States. Formerly there was a wharf and warehouse at the upper part of the bay and certain small vessels visited it from the lake. The channel is now spanned by two low bridges unprovided with drawspans. The bridge nearest the lake is a railroad bridge, forming a part of the Rome, Watertown and Ogdensburg Railroad, and consists of a single span about 110 feet wide, formed by two plate girders, which rest upon abutments of stone. The height of the bridge in the clear above the level of the water at the ordinary stage of the lake is not more than 5 feet, so that this bridge is a total obstruction to the passage of any vessel of sufficient size to engage in useful commerce.

About 50 feet south of this bridge is a wagon bridge with a similar span. It is said to be a town bridge, belonging to the towns of Webster and Irondequoit. It consists of a single-span steel truss. Its length and the clear waterway under it are about the same as in the case of the railroad bridge. This wagon bridge is said to have replaced an older trestle bridge of wood, which bridge was provided with a drawspan. The remains of this old bridge now obstruct the channel. The railroad bridge was erected about twenty years ago.

It is evident that any improvement to the channel would be valueless unless it provided for the removal of these bridges, or the substitution for them of bridges with suitable and adequate drawspans.

Owing to the continuous action of the wind and waves to obliterate and destroy this channel it is obvious that any improvement by dredging alone would be very temporary and of little value. The channel on the lake side could only be maintained by first protecting it by jetties of suitable size and construction to resist wave action, and of height and tightness to arrest the motion of the sand.

On the bay side of the bar it is possible that the character of the bottom may be such that a channel dredged through it would be reasonably permanent. If, however, the bottom is very soft and the material of a nature to be easily moved by such waves as can form on the bay, then it would be necessary to protect the cut either by mattress jetties or by some form of sheet piling properly anchored and braced.

There is no question of the possibility of constructing a safe, commodious, and useful harbor at this place, but the need of it is very nearly nullified by the fact that the harbor of Charlotte is situated only 4 miles to the westward of it. I have endeavored to inform myself as to the probable use that would be made of the harbor at Irondequoit Bay, and with this object in view I have communicated with the secretary of the Chamber of Commerce of the city of Rochester. From him I have received a number of communications bearing upon the subject.

It is claimed that the harbor at Charlotte is not a safe winter harbor; that the spring freshets bring down ice in large fields, and in such quantities as to leave no safe or sheltered place for a vessel to lie in the harbor. This is undoubtedly true, and is a serious detriment to the harbor at Charlotte.

It does not, however, impair its commercial value during the summer months. It is also urged that Irondequoit Bay would be nearer to the city of Rochester and more accessible; that Irondequoit Bay can be very easily connected with the Erie Canal; that its high banks and deep water offer special facilities for the construction of coal trestles, and its nearness to Pennsylvania coal fields would certainly make it an important shipping port; that the city limits of Rochester will shortly be extended to the shores of this bay, and that by opening up this bay to commerce the growth of the city will be greatly augmented.

It is proper to say that the improvement of harbors is designed—and has for its object solely—to benefit the commerce of the United States, and not to promote the growth and improvement of cities, though doubtless it usually has this effect also. But if this were made the principal object of the improvement, it would deprive the work of its national character and importance.

The commerce of Charlotte now amounts to an annual arrival of about 1,200 vessels, having a registered tonnage of something over 300,000 tons. It shipped last year about 330,000 tons of coal, of which a little over one-half went to foreign ports. It can not be said that the harbor at Irondequoit Bay is demanded because the resources of the harbor at Charlotte are overtaxed, but I think that a harbor at Irondequoit Bay might, perhaps, be a better and safer one than that at Charlotte. I think its cost of maintenance would be about the same.

The total amount expended at Charlotte from 1828 to the present time is about $500,000. Its average annual cost of maintenance can not be assumed to be much less than $8,000 or $10,000. That at Irondequoit Bay would be about the same.

It would hardly seem wise or necessary to maintain both of these harbors, and the question is whether the harbor at Charlotte should be abandoned and the other improved in the manner indicated.

As already stated, I think the harbor at Irondequoit might prove to be the better and safer one, but in view of the large amount of money that has been expended at Charlotte I can not recommend that it be abandoned. I am therefore of the opinion that the channel connecting Irondequoit Bay with Lake Ontario is not worthy of improvement.

The following communications bearing upon the subject of the improvement of the channel connecting Irondequoit Bay with Lake Ontario have been received by me and are respectfully submitted herewith:

*A. A letter of Mr. George Moss, secretary of the Rochester Chamber of Commerce, transmitting the following, namely:

*B. A letter of Mr. Horace W. Sibley, giving reasons why the opening of Irondequoit Bay would be of great value to the city of Rochester, and showing why the harbor at Charlotte is unsafe in winter.

*Also, Exhibit C, a letter (printed) of Mr. J. Y. McClintock, city engineer of Rochester, N. Y., showing the great advantages to commerce that would result from the improvement of the channel, also stating that Irondequoit Bay would afford a most convenient point at which to connect the Erie Canal with Lake Ontario.

*Exhibit D is a second letter from Mr. Moss transmitting the following:

*E. A letter signed by C. E. Morris and N. L. Button, giving some of the early history of this bay and stating that it was formerly an important and valuable harbor and accessible to the largest class of

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*Not printed.

vessels then found upon the lake, and that its improvement would make it an ideal harbor, and—

*F. A letter from the Honorable Charles S. Baker, ex Member of Congress, stating that there can be no question as to the desirability of the proposed improvement from every economic standpoint, while from a purely military point of view every consideration recommends the project, and—

*Exhibit G, a letter from John Bower stating that vessels formerly entered this bay without difficulty and pointing out its future value in case of war if the entrance is properly improved.

*Exhibit H, some notes (unsigned) submitted by Mr. Moss pointing out the advantages that would result from the proposed improvement.

*Exhibit I, a map of Rochester and vicinity submitted by Mr. Moss.

*Exhibit K is a map compiled in this office to show more correctly the present condition of the channel and bay.

This same matter was reported upon by Capt. Carl F. Palfrey, Corps of Engineers, under date of February 12, 1889. His report is exceedingly concise and leaves but little to be said upon the subject. I have availed myself of it fully in the preparation of the foregoing.

I have the honor to be, very respectfully, your obedient servant,

DAN C. KINGMAN,
Captain of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. H. L. Abbot, Corps of Engineers, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
New York, January 26, 1895.

Respectfully forwarded to the Chief of Engineers, United States Army. For the reasons stated herein, and for the further reasons that our commerce between Lake Ontario and Lake Erie is handicapped by the want of water communication under American control, and that we have already four good harbors on Lake Ontario, Oswego, Great Sodus, Little Sodus, and Charlotte, I concur with Captain Kingman and Captain Palfrey in considering Irondequoit Bay as unworthy of improvement at the expense of the General Government.

HENRY L. ABBOT,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

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* Not printed.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 301.

PRELIMINARY EXAMINATION OF BAYOU DUGDEMONA, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Bayou Dugdemona, Louisiana.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 5, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated January 29, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bayou Dugdemona, Louisiana.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C. February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 29, 1895, by Capt. J. H. Willard, Corps of Engineers, of the results of a preliminary examination of Bayou Dugdemona, Louisiana, made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Captain Willard, concurred in by Col. C. B. Comstock, Corps of Engineers, division engineer, and by this office, that this bayou or river is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BAYOU DUGDEMONA, LOUISIANA.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., January 29, 1895.

GENERAL: In compliance with instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report respecting Bayou Dugdemona, Louisiana, a preliminary examination of which was called for by section 10 of river and harbor act of August 17, 1894:

Dugdemona River, or bayou, is a tortuous creek which has its source in Bienville Parish, flows in a general southeasterly direction across Winn Parish, and unites with Bayou Castor in forming Little River. Its course is through an uninhabited swamp, about 2 miles wide, and the surrounding country is hilly, sparsely settled, and the soil is thin.

Under the requirements of section 6 of the river and harbor act approved August 5, 1886, an examination of this stream was made under my direction by Assistant Engineer Walter S. Davis in March, 1887. He rode south from Ruston, a town on the Vicksburg, Shreveport and Pacific Railroad, about 46 miles across the country drained by Dugdemona River to Winnfield, a small village, the seat of Winn Parish, situated about 2 miles from the stream. From Winnfield he descended the creek in a canoe to its confluence with Bayou Castor. He reported the channel was narrow, constantly changing in consequence of a sandy bed and swift current, with many abrupt bends, across which were numerous chutes, through which the water poured before the stream became half bank full. Some years prior, it was said, the owners of a small steamboat had been induced to make a trip nearly as high as Winnfield, but could find no place to turn round, and were compelled to back out the entire distance. In making the descent the boat barely escaped loss, its upper works having been carried away by leaning timber. The commerce was found to consist of rafting stave timber to a limited extent. The country around Winnfield is under cultivation, and produces a certain amount of cotton, estimated in 1887 not to exceed 2,000 bales annually, which is hauled to Ouachita River or the railroads.

No argument in favor of improving the stream could be given then, and none has developed since. The removal of leaning timber and snags might give a degree of safety to navigation by flatboats and rafts, but owing to the shifting channel and short bends the work would not be permanent, would have to be renewed from time to time for many years, and the cost would be out of proportion to any possible benefits to commerce that might arise. In view of the foregoing and the fact that Bayou Castor and Little River below to Catahoula Lake have nothing to recommend their improvement, I can find no reason for changing the opinion given in my report of 1887, that Dugdemona River is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 2, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons stated by Captain Willard, I do not consider this stream worthy of improvement by the United States.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 302.

PRELIMINARY EXAMINATION OF WATER ROUTE FROM MOUTH OF NORTH RIVER TO BEAUFORT HARBOR, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of water route from mouth of North River to Beaufort Harbor, North Carolina.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 5, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated January 26, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of water route from mouth of North River to Beaufort Harbor, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 26, 1895, of Maj. W. S. Stanton, Corps of Engineers, of the results of a preliminary examination of the water route from mouth of North River to Beaufort Harbor, North Carolina, made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Stanton, concurred in by Col. Wm. P. Craighill, Corps of Engineers, division engineer, and by this office, that this water route is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF THE WATER ROUTE FROM MOUTH OF NORTH RIVER TO BEAUFORT HARBOR, NORTH CAROLINA.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., January 26, 1895.

GENERAL: In compliance with instructions from your office of August 20, in accordance with a provision of the river and harbor act of August 17, 1894, I have the honor to submit the following report of a preliminary examination "from mouth of North River to Beaufort Harbor," North Carolina:

The entrance to Beaufort Harbor (Coast Survey chart No. 420) is an inlet a mile and a half wide, through the narrow strip of beach and sand dunes that separates the sounds of North Carolina from the ocean. The town of Beaufort is northerly from the inlet, and on the north shore of the sound. Two and one-half miles easterly from Beaufort is the mouth of North River, a broad, shallow estuary extending 7 miles northerly from the sound. All about, both without and within the inlet, there are extensive shoals of sand. In the approach and entrance to the inlet from the ocean these shoals are shifting, and the depths and channels so changeable no soundings are there given on the Coast Survey chart.

A great part of the entire area extending from the inlet to the north shore and from the mouth of North River to and even beyond Beaufort is covered by an extensive shoal, which is doubtless formed of sand swept by the sea in storms into the sound from the shifting shoals immediately without the inlet, and which the slight waves raised in the sound and the ebb currents are not able to sweep back through the inlet seaward. Bulkhead Channel, which leads from the main channel of the harbor to the minor harbor or anchorage at Beaufort itself (the entrance to which channel from the main channel has long been slowly shoaling), divides the large shoal area into two parts, Bird Island Shoal on the east and Shark Shoal on the west. Bird Island Shoal, doubtless from the causes above described, has long been increasing, and has greatly encroached upon the channel north of it known as Horse Island Channel, and leading from the wharves at Beaufort to the mouth of North River.

In an adverse report of a preliminary examination for a breakwater which the people of Beaufort desire built upon Bird Island Shoal to protect that town (Annual Report of the Chief of Engineers for 1893, pp. 1459, 1460), in describing the accretion of Bird Island Shoal and its encroachment upon Horse Island Channel, it is stated:

> A comparison of charts from surveys made in 1854, 1864, 1874, and 1887 shows extensive shoaling has been in progress since 1854, and that accretions to Bird Island Shoal have more than doubled its width above low water at its easterly end, extending it 900 yards northerly toward Horse Island, reducing the easterly entrance to the channel between the shoal and Horse Island from a width of 1,000 yards and greatest depth of 4 feet in 1854, to a width of 100 yards and depth of 6 inches in 1887. Immediately west of Horse Island, at the junction of the channels on each side of it, the width of the channel at low water was 1,860 feet in 1854 and 870 feet in 1887.
>
> By a rough comparison, the cross section of the channel about a third of a mile east of Beaufort diminished 58 per cent between 1821 and 1885, or 50 per cent between 1854 and 1885, and the cross section at Beaufort diminished about 46 per cent between 1821 and 1885, the shoaling having extended throughout the channel.
>
> * * * * * * *
>
> In 1821, according to Major Kearney's chart, Bird Island had not formed on Bird Island Shoal, then called Bird Shoal. On the chart of 1854 the island is shown three-eighths of a mile long, its easterly end being then about 2,100 yards southerly from the easterly extremity of Beaufort. In 1885 it had moved north 1,600 yards and extended easterly three-eighths of a mile, doubling its length and excluding the tide from overflowing the shoal for three-fourths of a mile from the easterly extremity of Beaufort to Horse Island.
>
> From 1821 to 1854 the average of the deepest soundings in the channel opposite

Beaufort decreased 1.2 feet (9.8 to 8.6), and opposite Bird Island about one-third of a foot to 4.2 feet; from 1854 to 1880 it decreased opposite Beaufort 1.3 feet (8.6 to 7.3 feet), and opposite the island increased 0.8 foot (4.2 to 5 feet); 1880 to 1885 it diminished hardly perceptibly at Beaufort, but diminished 1.8 feet opposite the island (5 to 3.2 feet); 1885 to 1893 it diminished at Beaufort 0.8 foot (7.2 to 6.4 feet).

The mean rise and fall of the tide at Beaufort is 2.7 feet. At high water the depth of water on the crest of the shoal on the line of the desired breakwater is about 2 feet; at low water it is bare from Bird Island to the narrow channel round the easterly side of Town Marsh. A considerable current sets across the proposed site during the ebb.

North of Horse Island Channel, and separated from it by the marshes called Carrot Island, is Taylors Creek, a shallow slough extending close along the mainland from Beaufort to North River, the westerly third of which is dry at low water, while a skiff will ground for considerable distances in its other two-thirds.

Communication by land between Beaufort and the country along the shore of the sound east of North River can be only by a very circuitous route around the head of that river, and the exchange between that section and Beaufort of country produce and merchandise is only by water in skiffs, small boats, sharpies, and small crafts of drafts seldom as great as 5 feet, which is the greatest that can be carried, to Pamlico Sound by those most familiar with the channel. While fish and some oysters are carried westerly to Beaufort, the greater part of the oysters from Core Sound are reported to go easterly out of the sound and up the Neuse River to Newbern, the center of the fish and oyster trade in that part of North Carolina.

Horse Island Channel has now become so shoal that a skiff can not pass through it at low water. At that stage boats of the smallest draft, and at high water boats drawing more than three feet, can pass between Beaufort, North River, and Core Sound, east of it, only by going around south of Bird Island Shoal, which route exposes them for a mile and a half or more to the open ocean through the inlet. When the wind is toward the land, to avoid being carried on to the shoal, they have to run seaward to or beyond the throat of the inlet, which at times would expose them to seas which boats of their size and deeply laden can not safely encounter.

To avoid the exposure of the route south of Bird Island Shoal and to obtain a route 2 miles shorter, practicable at all times and protected from the sea by that shoal, those who are interested in this navigation desire either Horse Island Channel or Taylors Creek dredged to a depth of 4 feet at mean low water. * * *

From the history of Horse Island Channel and the conditions described it can not be expected that a cut in that channel can be maintained without repeated redredging, or building a quite expensive protective dike on Bird Island Shoal to prevent sand from being washed into the cut when the seas through the inlet surge over the shoal in gales, and even were such a dike built shoaling would still be liable to be caused by sand borne into it at each end by the flood currents and deposited as they meet. Although the first cost of dredging this channel would be but one-third to one-half as great as dredging Taylors Creek, the cost of maintaining an increased depth in Horse Island Channel might make that channel ultimately the most expensive to improve and maintain, even were the closing of the cross channels leading through the marshes of Carrot Island from Horse Island Channel to Taylors Creek to prove necessary for the maintenance of increased depth in the latter. There may be some doubt whether Taylors Creek if deepened would remain so at its junction with Horse Island Channel near the easterly end of Beaufort, where that channel has long been slowly shoaling.

The project of 1881 for the improvement of Beaufort Harbor embraced the dredging of Horse Island Channel (then called Old Town Channel) to a depth of 6 and a width of 100 feet, but in 1887 the project was modified by "postponing for the present" the dredging of that channel.

As regards any benefit by this improvement to the fish and oyster trade, Newbern, with steamboat lines to Elizabeth City and Norfolk, is an important center of that trade, as before stated. As much as one-half of the oysters produced in the region of Core Sound are said to come from beds in the approach to Core Sound from Pamlico Sound in the vicinity or to the east of Harbor Island Bar light (Coast Survey chart 146), from which point the distance by water to Newbern is 55 miles and to Beaufort 38 miles. Oysters from Core Sound itself are carried from the sound through Thoroughfare Bay and the "Thoroughfare" at its head, by which water route the distance from the sound to Newbern is 57 miles.

From the mouth of Thoroughfare Bay, in Core Sound, to Beaufort the distance is 30 miles. Very much the larger part of all the oysters produced in Core Sound are reported to go direct to Newbern. Oysters that are sent to Beaufort and there opened and packed are thence sent 2 miles by boat to Morehead City and then 36 miles by railroad to Newbern on their way to northern markets. If this desired improvement would, as the people of Beaufort desire, divert any more oysters through Beaufort such diversion would be of no benefit whatever to the consumer, and so far as it would be of any benefit at all it would benefit Beaufort alone, a town of 2,000 inhabitants. Fish of much less weight than oysters in the shell can readily go to Beaufort in boats of a draft that can pass through Horse Island Channel at high water.

So far as regards the interchange of merchandise and country produce between Beaufort and the section along the north shore of Core Sound, that section, embracing the townships of Straits, Smyrna, and Hunting Quarter, contains, by the census, a population of 3,422, is sparsely settled, and not greatly cultivated, the people seeking a living as boatmen, fishermen, and oystermen. While an increased depth in Horse Island Channel or Taylors Creek that would permit light crafts o pass without detention at low water would be a great convenience, the depth through Horse Island Channel at high water and the route south of Bird Island Shoal, available at all times except when a considerable sea sets in through the inlet, in my judgment answer the necessities of that country traffic.

With Assistant Engineer Chadbourn, I have in person inspected Horse Island Channel and Taylors Creek.

An estimate, amounting to about 935 tons, by a merchant of Beaufort, of the freight carried between Beaufort Harbor and North River, is subjoined.

Considering the probable cost of the improvement and the unimportant interests and small locality that would be benefitted by it, the water route from mouth of North River to Beaufort Harbor, North Carolina, is, in my opinion, not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

ESTIMATE OF FREIGHT.

Flour	barrels	2,000
Pork	do	400
Bacon	boxes	5
Coffee	bags	200
Sugar	barrels	250
Molasses	do	100
Dry goods		$5,000
Tobacco	boxes	600
Snuff	barrels	50
Shoes		$5,000
Nails	kegs	200
Net twine	pounds	3,000
Rope	do	5,000
Canvas	bolts	40
Hardware		$1,000
Canned goods		$500
Meal	sacks	2,000
Candy	pounds	3,000
Crockery, glassware, etc		$500
Rubber goods		$500
Wood	cords	125
Butter		$400

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 1, 1895.

Respectfully submitted to the Chief of Engineers, with concurrence in the conclusions of the local engineer.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 303.

PRELIMINARY EXAMINATION OF BAYOU CASTOR, LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Bayou Castor, Louisiana.

FEBRUARY 8, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, Februarg 7, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 5, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated January 29, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bayou Castor, Louisiana.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 5, 1895.

SIR: I have the honor to submit the accompanying copy of report of January 29, 1895, by Capt. J. H. Willard, Corps of Engineers, of the results of a preliminary examination of Bayou Castor, Louisiana, made to comply with provisions of the river and harbor act of August 17, 1894.

Captain Willard is of opinion that this bayou is not worthy of improvement by the General Government, and his opinion is concurred in by Col. C. B. Comstock, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BAYOU CASTOR, LOUISIANA.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., January 29, 1895.

GENERAL: In compliance with instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report respecting Bayou Castor, Louisiana, a preliminary examination of which was called for by section 10 of river and harbor act of August 17, 1894.

Bayou Castor, with its tributary creeks, drains a portion of the country south of the Vicksburg, Shreveport and Pacific Railroad and west of Ouachita River, flowing from 6 to 8 miles from the latter for a considerable distance above and below Columbia, La. Its general course is southerly to its junction with Dugdemona River in forming Little River, a stream that flows into Catahoula Lake, which is drained into Red and Ouachita rivers and sometimes filled by high water from the latter through another Little River at Trinity. Catahoula Lake is dry in summer and grass-grown. Bayou Castor is the same kind of a stream as Dugdemona River, which has been examined and reported as not worthy of improvement.

An examination of this stream was ordered by section 17 of river and harbor act approved September 19, 1890, and was made under my direction by Assistant Engineer R. S. Buck, jr., in October, 1890; the report upon which was published in the Report of the Chief of Engineers for 1891, pages 2028–2030, from which the following extract is taken:

> After leaving the mouth I proceeded up the bayou as far as Castor Sulphur Springs, about 25 miles from the mouth. On account of the density of the swamps on both sides of the bayou and the numerous sloughs and tributary bayous, it was impossible to follow the bayou closely after the road left it, either in a vehicle or on horseback, and it would have been useless work of many days to attempt it on foot. Further, the bayou at that stage was so blocked up with logs and snags that even if a skiff or dugout had been procurable it would have been impossible to go up by that means.
>
> However, I struck the bayou wherever it was practicable to do so, and saw enough of it and secured sufficient information from the natives to ascertain the value of the stream and the advisability of attempting improvement.
>
> Bayou Castor, in conjunction with Dugdemona River, forms Little River, and, at the stage at which it was examined, furnishes not more than one-tenth as much water to that river as the other tributary. This is not so much on account of difference in cross section as in current velocity. The current in Bayou Castor near its mouth is about one-third mile per hour, while that of Dugdemona River is not less than 2 miles per hour.
>
> Bayou Castor is of very uniform cross section, with steep banks, and throughout its entire length is a succession of bends more or less sharp. There are no marked

irregularities or bar formations. As high as Castor Sulphur Springs it runs through dense swamps, and its banks are covered with underbrush and trees down to the water's edge. The channel is filled with snags, brush, cypress trees, and knees.

From parties well acquainted with the bayou I learned that the character of the stream, though greatly diminished in size, and the country through which it runs is much the same above Castor Sulphur Springs as below. From top to top of banks near the mouth the bayou is about 200 feet wide, and from water's edge to water's edge about 60 feet. In that vicinity soundings in the deepest part ranged from 3 to 5 feet. The water was 2 feet above lowest stage. There the banks are from 17 to 20 feet high, and the water in time of flood reaches 8 or 10 feet over the banks. The range of fluctuation is, therefore, about 30 feet.

At the Pendarvis place, 10 miles above the mouth, the banks are about 25 feet high; from top to top of banks the bayou is 175 feet wide; from water's edge to water's edge, 40 to 50 feet. Velocity of current in pools is about one-half mile per hour; on rapids, about 2 miles per hour. Stage about 2 feet above extreme low water. Depth from 2 to 3 feet. The bayou breaks up into a succession of pools and rapids about 7 miles above the mouth.

At the Pendarvis place the backwater reaches about 20 feet above low water, but freshet from above has reached as high as 40 feet above low water. This excessive flood height is doubtless due to great contraction of high-water section, caused by the hills coming in to the bayou.

At Castor Sulphur Springs the bayou is 140 feet from top to top of banks and 45 feet from water's edge to water's edge. The banks are about 15 feet high and the water 5 feet deep when 5 feet above extreme low water, at which stage the bayou is almost dry.

Backwater has never reached a higher point than 3 miles below Castor Sulphur Springs, but freshet water reaches 30 feet above low water. No examination was made above Castor Sulphur Springs, as the impracticability of making any improvement below develops into impossibility above. As stated, the bayou runs through a dense swamp, varying in width from one-quarter to 3 miles. In places the pine hills come up to the bayou bank.

Statistics as to the demands of commerce and the business done on this bayou are necessarily crude and uncertain. However, enough could be gathered for practical purposes, and I am liberal in allowances. From Castor Sulphur Springs to the mouth of the bayou there are four or five small plantations. The swamps bordering on the bayou are incapable of cultivation, the places being on the hills.

The highest point ever reached by a steamboat was 3 miles below Castor Sulphur Springs, or 22 miles above the mouth. The highest point reached by steamboat during past twenty-three years (according to E. H. Pendarvis) was 8 miles above the mouth; however, flatboats for carrying out staves have gone higher. The bayou is navigable during four or five months in the year. One or two boats go up the bayou in a season.

The amount of business done yearly is about as follows:

Pine logs rafted, 20,000, at about 60 cents per log	$12,000
Staves carried out, 10,000, at about $125 per thousand	1,250
Cotton and merchandise, uncertain and inconsiderable, but about	2,000
Total	15,250

So the amount of business done on this bayou can not exceed, by liberal estimate, $16,000.

From Castor Sulphur Springs to the mouth the Houston, Central Arkansas and Northern Railroad runs at a distance from the bayou in most places not exceeding 1 or 2 miles, and never exceeding 4 miles.

Except when high water is backed up from below no boat can get up the bayou. When the bayou is high from head water the fluctuation is too rapid and the current too strong to admit of navigation among the sharp bends, overhanging trees, and cross currents.

* * * Cutting bends and thereby straightening the stream is altogether impracticable and no remedy for existing difficulties. In fact, the character of the stream and the country through which it flows, in my opinion, renders any attempt at improvement inadvisable.

The conditions now practically are the same as when the examination was made four years ago, with the exception that the Houston, Central Arkansas, and Northern division of the Missouri Pacific Railway system has been completed to the southern terminal at Alexandria, La. It connects with the St. Louis, Iron Mountain and Southern Railway at McGehee and Dermott, Ark., a few miles west of Arkansas

City, on the Mississippi, touches Ouachita River at Monroe, La., crosses it near Columbia, and runs near and parallel to Bayou Castor, crosses Little River just below the confluence of Castor and Dugdemona, and at Alexandria has direct connections with New Orleans by two lines of railway and by Red River.

The chief function of bayous Dugdemona and Castor is to drain the neighboring country, and the only business done on them is rafting timber and floating out staves in flatboats. Little River, below their junction to Catahoula Lake, has not been deemed worthy of improvement. * * *

In view of these facts I can find no reason for changing the opinion given in my former report, that Bayou Castor is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS. L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 2, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons stated by Captain Willard I do not consider this stream worthy of improvement by the United States.

C. B. COMSTOCK,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 304.

SURVEY OF CARVERS HARBOR, MAINE.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Carvers Harbor, Maine.

FEBRUARY 9, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 8, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 6, 1895, together with a copy of a report from Maj. D. P. Heap, Corps of Engineers, dated February 2, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Carvers Harbor, Maine.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 6, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 2, 1895, by Maj. D. P. Heap, Corps of Engineers, of the results of a survey of Carvers Harbor, Maine, made to comply with the provisions of section 12 of the river and harbor act of August 17, 1894.

Major Heap presents two plans for improvement, the first contemplating the construction of a breakwater from Lanes Island to Green Ledge and dredging to 10 feet mean low tide the shaded area A shown on the accompanying tracing. The total cost of this plan is estimated by him to be $69,500. The second plan proposes dredging the shaded area A to a depth of 16 feet and omitting the breakwater; estimated cost of this plan, $64,000.

The former plan is, in Major Heap's opinion, the one to be preferred, as much greater advantages will be obtained with but slightly increased cost.

Attention is invited to the accompanying indorsement of February 4 by Col. H. L. Abbot, Corps of Engineers, division engineer, in which he expresses the opinion that the cost of the projected breakwater can not safely be estimated at less than $1 per ton. The cost of the first plan of improvement on this basis will be $102,300.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF CARVERS HARBOR, MAINE.

UNITED STATES ENGINEER OFFICE,
Portland, Me., February 2, 1895.

GENERAL: I have the honor to submit the following report of a survey of Carvers Harbor, Maine, ordered by the river and harbor act of August 17, 1894. This work was assigned by Department letter of September 1, 1894, to my predecessor, Lieut. Col. Peter C. Hains, Corps of Engineers.

Carvers Harbor is the harbor of Vinal Haven, on the island of that name, which is the largest and most southerly of the group known as Fox Islands, forming the southeasterly limit of Penobscot Bay. The sailing distance from Vinal Haven to Rockland, Me., is about 15 miles.

The harbor is well protected from all storms, and is much used by sail and steam craft as a harbor of refuge. The industry of Carvers Harbor is mainly the quarrying, cutting, and polishing of granite. Formerly sand was used for the latter purpose, but of late years has been abandoned, improved methods, such as the use of emery and oil and the oxide of tin having been introduced. The anchorage area, however, is limited, and during the last twenty years the statement is that the harbor has shoaled about 3 feet, this shoaling being attributed to the large quantities of sand formerly used in the polishing mills, to the washing down of the soil removed from the quarries, and to the dust and spawls taken from the stonecutter's sheds and dumped in large quantities along the shore.

The larger vessels, mostly 3-masted schooners, now freighting from this harbor, draw from 14 to 17 feet, and there is an earnest desire to have an anchorage provided for vessels of this draft at all or nearly all stages of the tide, the mean rise and fall of which is 9.3 feet. The depth now ranges from 8 to 3 feet at mean low tide, and should be deepened and the anchorage widened.

A large and safe anchorage with ample depth of water can be secured by building a breakwater from Lanes Island to Green Ledge, either in a direct line or so as to include the outlying ledges (see tracing), as may be found the more economical, in which case a depth of 10 feet at mean low tide over the shaded area would be sufficient, or by dredging to 16 feet over the shaded area A and omitting the breakwater.

The former plan is, in my opinion, the one to be preferred, as much greater advantages will be obtained with but slightly increased expenditure.

ESTIMATED COST.

First plan.

Dredging Carvers Harbor to 10 feet at mean low tide, area A, 100,000 cubic yards material, at 15 cents	$15,000.00
Engineering expenses and contingencies, 10 per cent	1,500.00
Constructing breakwater, Lanes Island to Green Ledge, 82,000 tons stone, at 60 cents	49,200.00
Engineering expenses and contingencies	3,800.00
Total	69,500.00

Second plan.

Dredging Carvers Harbor to 16 feet at mean low tide, area A, 325,381 cubic yards material, at 18 cents	58,568.58
Engineering expenses and contingencies	5,431.42
Total	64,000.00

The higher price, 18 cents, is estimated in the latter plan, as the material gets harder at the greater depth, and the dredge has to lift it higher.

A copy of an extract from the report of Mr. A. C. Both, assistant engineer, who made the survey, is appended, and a tracing of the harbor is inclosed.

Very respectfully, your obedient servant,

D. P. HEAP,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Henry L. Abbot, Corps of Engineers, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
New York, February 4, 1895.

Respectfully forwarded to the Chief of Engineers, United States Army.

It seems to me that 60 eents per ton for the proposed breakwater is a very low estimate. The least contract price paid at the Mount Desert breakwater has been 97 cents, and at the Rockland breakwater 73 cents. At the New Haven breakwater, where the haul is only about 12 miles and the contractor has an exceptionally good outfit, the least price has been 74 cents, the next lowest bid being 97 cents. At the Point Judith breakwater the price under a continuing contract is $1.27\frac{7}{8}$.

I think the cost of the projected breakwater can not safely be estimated at less than $1 per ton, which will give quite different figures to the two projects.

HENRY L. ABBOT,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

REPORT OF MR. A. C. BOTH, ASSISTANT ENGINEER.

PORTLAND, ME., *February 1, 1895.*

SIR: I have the honor to report upon the survey of Carvers Harbor, Maine, made under your direction, in compliance with a requirement in the river and harbor act of August 17, 1894.

The survey was commenced December 7 and completed December 17, 1894. A tracing of the map of this survey, drawn to a scale of 1 : 3000, is herewith submitted.

* * * * * * *

The large quantities of dressed granite and granite paving blocks which are annually manufactured here are shipped in vessels drawing from 14 to 17 feet, and the harbor in its present condition affords a very small area only for the anchorage of a few of these vessels. After being finished loading at the wharves, at time of high water, these vessels are (unless the wind is favorable for going to sea at once) taken to this small deep-water anchorage to wait for favorable wind and tide.

During the year 1894, 218 cargoes of stone were shipped from Carvers Harbor, and 49 cargoes from Roberts Harbor and Greens Island, which latter vessels usually also anchor in Carvers Harbor to wait for a chance to go to sea. Fifty vessels have brought cargoes of merchandise, coal, wood, and lumber, and about 1,000 fishing and coasting vessels have anchored in Carvers Harbor during the year. This shipping at times crowds the harbor to its utmost capacity and many vessels otherwise ready to leave can not do so on account of being aground.

Upon the suggestion and great desire expressed by some of the leading business men of Carvers Harbor to add the deep-water area south of the entrance to Carvers Harbor by constructing a breakwater from Lanes Island to Green Ledge, I took a single line of soundings across from the nearest point of Lanes Island to Green Ledge, so as to have some data to determine the probable cost of such a breakwater. The area thereby made available for safe anchorage would be about twice as large as the anchorage which can be made available by dredging in Carvers Harbor. I have shown a proposed location of a breakwater between the nearest points of land (1,400 feet) along the line of soundings, but as there is quite a number of ledges a short distance south of this line, I feel assured that additional soundings will show that a much cheaper and by far better location of a breakwater can be found along the single dotted line running from Lanes Island across these ledges to Green Ledge.

This triangular location, with its vertex at the ledges, which latter already form the means of materially breaking the heavy seas, would admit of a reduction of the cross section of the breakwater, for the reason that the seas would run along the two wings and be broken obliquely, instead of breaking all at once upon the straight breakwater for its entire length. The construction of a breakwater at this place, owing to the abundance of suitable stone close at hand, can be done at a minimum cost for such work, and a large, safe, and deep anchorage would be made available, not only for the larger class of vessels freighting from this port, but also for many other coasting vessels seeking a safe anchorage during gales. Carvers Harbor would not then be crowded and would have ample room and facilities for the numerous smaller craft.

The improvement of Carvers Harbor may therefore be effected in two ways: First, to dredge Carvers Harbor to a depth of 16 feet at mean low water over the area marked A, or, secondly, to construct a breakwater from Lanes Island to Green Ledge, thereby making the large area of water north of the breakwater available as a safe harbor for the larger class of vessels, in which case Carvers Harbor would have to be dredged to a depth of 10 feet at mean low water only, for the accommodation of the smaller class of vessels. As the difference of cost of the two improvements is not large, with the probability of finding a location for the breakwater much cheaper and better than the one estimated for, it is believed that the latter improvement is much to be preferred.

ESTIMATED COST OF IMPROVEMENTS.

First improvement.

Dredging Carvers Harbor to a depth of 16 feet at mean low water over the area marked A on the accompanying map will require the removal of 325,381 cubic yards of material, measured in scows, at 18 cents per cubic yard	$58,568.58
Engineering expenses and contingencies	5,431.42
Total cost of improvement	64,000.00

Alternative improvement.

1. Dredging Carvers Harbor to a depth of 10 feet at mean low water over the same area as in first improvement, but limited westerly by the 10 feet contour, will require the removal of 100,000 cubic yards of material, measured in scows, at 15 cents per cubic yard	$15,000.00	
Engineering expenses and contingencies	1,500.00	
Total cost of dredging		16,500.00
2. Constructing breakwater from Lanes Island to Green Ledge will require about 82,000 tons of stone, at 60 cents per ton	$49,200.00	
Engineering expenses and contingencies	3,800.00	
		53,000.00
Total cost of improvement		69,500.00

Very respectfully, your obedient servant,

A. C. BOTH, *Assistant Engineer.*

Maj. D. P. HEAP,
Corps of Engineers, U. S. A.

CARVERS HARBOR, MAINE

SURVEYED UNDER THE DIRECTION OF

D. P. HEAP, MAJOR OF ENGINEERS.

BY A.C. BOTH, ASSISTANT ENGINEER.

DECEMBER 7 TO 17, 1894

SCALE 1:3000

100 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 ft.

U.S Engineer Office,
Portland, Maine, February 2nd 1895
Sent to CHIEF OF ENGINEERS, U.S.A.
with report of this date

D. P. Heap.
Major of Engineers.

VINALHAVEN

LANE'S ISLAND

SAND COVE

Emory Bray's House. (Appr. Location)

Drillhole in Ledge, 16.9 at M.L.W.

DRAW BRIDGE

Mill Pond

BRIDGE

BODWELL GRANITE CO'S STORE

COAL SHED

POLISHING MILL

Sail Loft

Carvers Wharf

Boat Shop

Thomas Libby

U.S. C.S. BOM. 6.5 at M.L.W.

LYFORD'S WHARF

ARMBRUST'S WHARF

FULLER'S WHARF

LANE & LIBBY'S WHARF

Small Quarry

Dalham's Carver Store

LEDGE

COLEDGE

Smith's Wh.

LANE'S ISLAND WHARF

Straw

LONE SPRUCE

FISH HOUSE

Bait Signal (Flagstaff)

BAR ISLAND

POTATO ISLAND

POWDER HOUSE

BODWELL GRANITE CO'S OFFICE

STEAM BOAT WHARF

W.B.

DODGE'S POINT

NORTON'S POINT.

Magnetic North.

Mean Range 9.18 Feet

10 feet Contour

A

B

E.B.

SAND'S QUARRY

BODWELL GRANITE CO.

○ SHIPPING DERRICK on WHARF

TABLE OF TESTS OF MATERIAL:

No. of Test	Depth at M.L.W.	Penetration below M.L.W.	Penetration through Material	Character of the Material as determined by the use of an iron rod.
a	9.4 ft	16.8 ft	7.2 ft	Mud.
b	10.0 "	17.2 "	7.2 "	Soft mud.
c	7.7 "	16.9 "	8.7 "	Gritty mud.
d	8.7 "	17.1 "	8.4 "	Soft gritty mud.
e	8.3 "	16.9 "	8.6 "	ditto
f	7.1 "	16.3 "	9.2 "	Gritty mud.
g	6.4 "	16.3 to 16.3 "	7.5 to 7.7 "	Mud to hard sandy bottom
h	6.7 "	16.2 "	10.5 "	Gritty mud.
i	7.5 "	17.1 "	9.6 "	Soft gritty mud.
j	6.6 "	16.3 "	9.7 "	ditto
k	6.5 "	16.7 "	10.2 "	Gritty mud.
l	5.9 "	14.9 to 15.1 "	9.0 to 9.2 "	Soft mud to gravel
m	4.5 "	12.2 to 12.2 "	8.3 to 8.7 "	Soft mud, to hard sticky material, ledge?
n	6.3 "	16.6 "	10.3 "	Soft mud
o	5.9 "	17.1 "	11.2 "	Soft gritty mud
p	5.9 "	13.3 to 16.7 "	8.3 to 11.8 "	Soft mud, thin hard crust into soft mud
q	5.7 "	9.7 "	4.0 "	Soft mud to Rock
r	6.0 "	11.2 "	5.2 "	ditto
s	5.0 "	16.1 "	10.6 "	Soft mud.
t	8.7 "	10.7 "	7.0 "	Crust on top - Soft mud to hard bottom
u	6.9 "	12.9 "	8.3 "	Gritty mud to hard bottom
v	3.1 "	4.8 "	1.6 "	Ledge
w	2.8 "	6.8 "	4.0 "	Sand and mud to Ledge.
x	2.1 "	5.8 "	3.6 "	Hard and rocky.
y	2.8 "	5.2 "	2.4 "	Hard and rocky.

NOTE:

The soundings are expressed in feet and tenth and refer to Mean Low Water, the plane of reference; those with a minus (–) sign prefixed, give elevations of bottom above that plane.

The plane of reference used, is the same as that established by the U.S. Coast and Geodetic Survey.

Benchmarks:

The Benchmark established by the U.S Coast Survey, is a copper bolt inserted in solid Ledge, and is located between Armbrust's and Lyford and Gilm's wharves, as shown on plan. Top of copper bolt is 6.89 Ft. above mean low water.

As this Benchmark may shortly be covered up by masonry repairs, an additional Benchmark was established, in front of Emory Bray's House, as shown on map. It is a drillhole in solid granite ledge – 17.1 from northwesterly and 22.1/2 from southwesterly corner of said building. It is 16.9 above mean low water.

The mean range of tides is 9.18 Feet.

The mean high water line is expressed thus :

" " low " " " " :

" 3 Feet contour " " " " :

" 6 " " " " " :

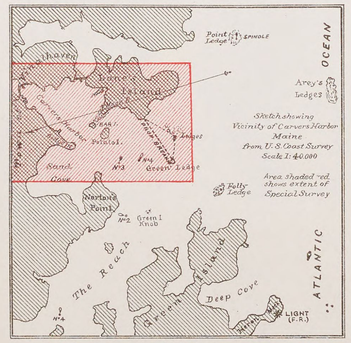
" 9 " " " " " :

" 12 " " " " " :

" 15 " " " " " :

" 18 " " " " " :

" 24 " " " " " :



Black Buoy

Red Buoy

ALTERNATIVE LOCATION OF PROPOSED BREAKWATER

PROPOSED BREAKWATER

Ledges, dry at low water. (Approximate Location.)

Ledge (Dry at half tide)

HIGHEST TRIANGULAR ROCK ON BLACK LEDGE

○ HIGH SPLIT ROCK

GREEN LEDGE (APPROXIMATE OUTLINES)

○ LARGE BOWLDER

Platted and drawn by A. C. Both Asst. Engr.

H Ex 304 53 3

MILL
Pond

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 305.

DEFICIENCY APPROPRIATION FOR THE DISTRICT OF COLUMBIA.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Additional estimates of deficiencies in appropriations for the District of Columbia submitted by the Commissioners.

FEBRUARY 9, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 9, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, additional estimates of deficiencies in appropriations for the District of Columbia, as submitted by the Commissioners, under date of the 8th instant, for the following objects:

Health department, removal of garbage, etc., 1895	$2,000
Board of Children's Guardians, 1895	9,300

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, February 8, 1895.

SIR: The Commissioners have the honor to transmit herewith a supplemental estimate of deficiencies in appropriations for daily removal of garbage and for expenses of the Board of Children's Guardians for the current fiscal year, and request that it be forwarded to Congress for inclusion in the pending deficiency bill.

Very respectfully,

JOHN W. ROSS,
President Board of Commissioners District of Columbia.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the District of Columbia.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
Health Department, District of Columbia:			
Collection and removal of garbage and dead animals. Amount required for the daily service for May and June, being for the service of the fiscal year 1895 (Aug. 7, 1894, vol. 28, p. 257, sec. 1)	.....	$2,000	$29,400
Board of Children's Guardians, District of Columbia:			
Administrative expenses. For increase of salary of agent from $1,500 to $1,800 per annum (Aug. 7, 1894, vol. 28, p. 260, sec. 1)	$300	.....	4,000
Care of feeble-minded children. Amount required for the current year (same act)	9,000	.....	13,000
All being for the service of the fiscal year 1895	.....	9,300	.....
Total	.....	11,300	46,400

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 306.

INFORMATION RELATING TO FUR SEAL IN BERING SEA.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

Pursuant to House resolution of the 23d ultimo, additional information relating to fur seal in Bering Sea.

FEBRUARY 11, 1895.—Referred to the Committee on Ways and Means and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 7, 1895.

SIR: I have the honor to acknowledge the receipt of House resolution dated the 23d ultimo, the text of which is as follows:

Resolved, That the Secretary of the Treasury be requested to furnish the House, in addition to the information called for in its resolution of December eleventh, eighteen hundred and ninety-four, with all information in the Treasury in regard to the taking of fur seal in Behring Sea since January first, eighteen hundred and eighty-nine, including all contracts made in relation thereto, any suits or claims against the United States growing out of or based on such contracts, the loss of revenue from suspensions of sealing, and an itemized statement of the expenditures of the United States in relation to the Paris arbitration. Also what expense the United States has incurred and is paying in consequence of the treaty for the Government of Samoa.

In reply thereto, and in the order of the inquiry, I have to state, in regard to the taking of fur seal in Bering Sea since January 1, 1889, that there were taken by pelagic sealers during the years 1889 to 1894, inclusive, in Bering Sea and the North Pacific Ocean 489,154 seal skins. Of these 89,099 were taken in Bering Sea. These figures are obtained from calculations based upon the number of seal skins offered for sale in the markets of London, to which place all skins are shipped, upon figures collected from the various ports in this country and Canada at which seal skins are entered by pelagic sealing vessels, and upon other reliable estimates. The tabulated statement hereto annexed shows in detail the number of skins that were taken each year during the period in question.

In reply to the request for information concerning all contracts made by the Government with reference to the taking of fur seals, I have to inform you that in 1870 a contract was entered into between the Alaska Commercial Company and the United States, under which said company was granted the exclusive right of taking fur seals on the Pribi-

lof Islands in Alaska. The company agreed to pay for the privilege the sum of $55,000 per annum as rental, $2 as internal-revenue tax for each seal skin taken, and in addition 62½ cents for each seal skin taken. This contract continued for a period of twenty years, and the number of seals which were allowed to be taken it was stipulated should not exceed 100,000 per annum. Upon the expiration of this contract, and pursuant to the provisions of chapter 3, title 23, of the Revised Statutes, the Secretary of the Treasury on March 12, 1890, executed a contract between the United States and the North American Commercial Company, under which said company was granted the exclusive right of taking seals for a term of twenty years from May, 1890.

Under this contract the company agreed to pay to the United States each year as annual rental the sum of $60,000 and, in addition thereto, a revenue tax of $2 per skin for every seal skin taken and shipped, and a further sum of $7.62½ each for every seal skin taken and shipped from said islands. The company also agreed to take proper measures for the maintenance, care, and comfort of the native inhabitants on said islands. It was stipulated that for the first year the number of seals taken by them should not exceed 60,000. No mention was made of the number which might be taken after the first year; the right to regulate the number to be killed was, however, vested in the Secretary.

During the first year of its occupancy, 1890, the company took within the limits of the sealing season 20,995 skins. In the settlement with this Department, of the date of April 1, 1891, of the amount due the Government under its lease the company was allowed to pay, in consideration of the reduced catch, as annual rental the sum of $12,597 in discharge of the sum of $60,000 which they were obligated to pay by the terms of the lease.

Under the operation of the so-called modus vivendi, which became operative from the date of its signature, June 15, 1891, the taking of seals was prohibited, except 7,500 each year, which were to be taken on the Pribilof Islands for the subsistence of the natives, and in view of this restriction the then Secretary of the Treasury, on June 27, 1892, and January 25, 1893, respectively, in computing the amount due the United States from the North American Commercial Company under its lease, reduced during the years 1891 and 1892 the stipulated amount of $60,000 rental and the bonus of $7.62½ per skin to an amount lessened in the proportion that the maximum number of 100,000 bore to the number taken on the islands by the company.

From an examination of the contract between the United States and the North American Commercial Company I became convinced, upon the advice of the Attorney-General, that the action of my predecessors in making reductions in rent and bonus which the company agreed to pay under its contract was without warrant of law, and that said company was indebted to the United States in amounts remaining due and unpaid under its contract. The company was therefore informed by me that there was due from it as lessees of the right to take fur seals on the Seal Islands for 1893 the sum of $132,187.50, which amount includes the rental of $60,000, the tax on the number of skins taken at $2 each, and the bonus on the same number of skins at $7.62½ per skin. A demand was also made upon the company for the payment, on account of the years 1890, 1891 and 1892, of the difference between them of the amounts paid by them during said years at a reduced rental and bonus and the whole amount which under its contract the company agreed to pay, the aggregate of such years, together with interest theron, amounting to $320,807.31.

The company refusing to accede to either of these demands, but offering in settlement of its indebtedness for the year 1893 the sum of $23,789.50, suit was commenced in the United States district court for the southern district of New York to recover the whole amounts claimed by the Government as being due from said company for the year 1893. This suit is still pending.

In reply to your request for information as to any suits or claims against the United States growing out of or based on the above contracts, I have to inform you that no suits have been filed against the United States, but the North American Commercial Company has made a claim for $500,000, which amount it alleges it has been damnified by reason of the restrictions placed upon its catch.

The resolution further requests information as to the loss of revenue from suspension of sealing. In reply, I have the honor to state that at no time since Alaska was purchased by the United States has sealing on the Pribilof Islands been entirely suspended. Undoubtedly, if there had been no pelagic sealing, the number of seals which could have been taken on the islands would have been very greatly increased. It would be impracticable, however, to estimate exactly what such number would be to-day under these conditions.

In reply to the request that I furnish the House with an itemized statement of the expenses incurred by the United States in connection with the Tribunal of Arbitration at Paris, I have to inform you that a statement of these expenditures was furnished, upon request, by the Secretary of State, a copy of which is inclosed herewith, from which it appears that out of the total amount of $230,000 appropriated for that purpose, the sum of $224,514.39 has been expended.

Expenses of the Tribunal of Arbitration of Paris.

Baron de Courcel	$2,412.50	
G. W. W. Gram	2,412.50	
G. W. W. Gram, personal expenses	1,737.00	
Marquis Venosta	2,412.50	
Marquis Venosta, personal expenses	2,991.50	
		$11,966.00
ARBITRATORS.		
John M. Harlan	13,000.00	
John T. Morgan	13,373.75	
		26,373.75
COUNSEL.		
James C. Carter	15,000.00	
James C. Carter, special appropriation	15,000.00	
E. J. Phelps	16,000.00	
E. J. Phelps, special appropriation	15,000.00	
Henry W. Blodgett	12,698.82	
Frederic R. Coudert	15,427.97	
F. W. Whitridge	3,500.00	
William Williams	5,848.81	
Robert Lansing	5,955.00	
Russell Duane	1,365.42	
A. Porter Morse	500.00	
John B. Moore	100.00	
		106,396.02
AGENT.		
John W. Foster		15,000.00
DISBURSING CLERK.		
E. W. Halford		1,800.00

Expenses of the Tribunal of Arbitration of Paris—Continued.

CLERKS.

John T. Coughlin	$1,020.00	
Hubbard T. Smith	1,256.50	
Francis S. Jones	1,312.68	
William H. Lewis	1,824.50	
John W. Hulse	1,955.75	
J. Stanley Brown	1,965.00	
E. H. McDermott	1,421.06	
		$10,755.49

MISCELLANEOUS.

Clerical services	8,967.65	
Traveling expenses, hotel bills, affidavits, etc	6,209.07	
Printing	18,375.53	
Ocean transportation	1,594.00	
Photographs, maps, etc	2,629.74	
Stationery	176.91	
Cablegrams	478.80	
Freight and expressage	951.18	
Hotel Continental, Paris	8,764.72	
Loss by exchange	219.00	
Miscellaneous, including documents, press clippings, cab hire, boxes, books, and office expenses in Paris ($155.53)	3,866.13	
		52,222.73
Total		224,514.39
Amount appropriated		230,000.00
Amount expended		224,514.39
Balance		5,485.61

Statement of number of seal skins taken by pelagic sealing vessels during the years 1889 to 1894, both inclusive.

Years.	North Pacific Ocean and Bering Sea.	Bering Sea.
1889	43,158	15,497
1890	51,814	18,976
1891	69,788	23,041
1892	73,394	Modus vivendi.
1893	109,000	Modus vivendi.
1894	142,000	31,585
Total	489,154	89,099

NOTE.—These figures include seals caught off the Japan and Russian coasts. Prior to 1893, the Japanese and Russian catch can not be accurately distinguished from the catch on the American side of the North Pacific Ocean and Bering Sea.

Statement of seals killed on Pribilof Island.

Year.	Number.
1889	102,617
1890	25,701
1891	14,406
1892	7,509
1893	7,390
1894	15,033
Total	172,656

Replying to that portion of the resolution relating to the expense incurred by the United States in consequence of the treaty for the Government of Samoa, I have the honor to inclose copy of a statement

submitted to me by the honorable the Secretary of State of expenditures made from the appropriations for the protection of the interests of the United States in the Samoan Islands. The aggregate of the expenditures, it will be seen, is $71,346.19. In submitting this statement the Secretary of State calls attention to the fact that the German Government has recently notified this Government that its share of the expense of the imprisonment of Mataafa and his subordinate chiefs on one of the islands of the German group amounts to 5,000 marks ($1,190), for which an account will soon be presented.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

Hon. CHARLES F. CRISP,
Speaker of the House of Representatives.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 307.

CHIPPEWA INDIANS IN MINNESOTA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A communication from the Chief of Engineers referring to Ex. Doc. No. 124, Fifty-second Congress, second session, and requesting the attention of the Committee on Indian Affairs to the same.

FEBRUARY 11, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., February 9, 1895.

SIR: I have the honor to transmit herewith a letter from the Chief of Engineers, United States Army, dated February 6, 1895, recommending that the views of the War Department contained in House Ex. Doc. No. 124, Fifty-second Congress, second session, herewith inclosed, be brought to the attention of the chairman of the Committee on Indian Affairs, with a view to securing action at the present session of Congress. I concur in the views as expressed by the Chief of Engineers.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 6, 1895.

SIR: Under date of January 7, 1892, I addressed a letter to the Secretary of War, as follows:

When the construction of reservoirs at the head waters of the Mississippi River was undertaken by the United States for the improvement of navigation it was known that certain lands situated within the Chippewa Indian Reservation, in the State of Minnesota, would be subject to overflow, and consequent damage, as a result of the construction and maintenance of these reservoirs. These damages were appraised by commissioners appointed in accordance with law for that purpose, and by act of Congress approved August 19, 1890, the sum of $150,000 was appropriated to pay the Chippewa Indians in full for all claims for damages sustained by them on account of said reservoirs.

The act of Congress approved January 14, 1889, provides for the transfer of these Indian lands to the United States and for the disposal thereof to private citizens under the provisions of the homestead law. The act contains no provision to preclude claims for damages on the part of persons who may purchase the land under the statutory provisions, and such purchasers would hold the title so obtained without qualification and with nothing to restrain them from claiming damages for any loss suffered by reason of the operation and maintenance of dams and reservoirs. As the Indian owners of these lands have already been paid in full for the damages inflicted, it is important that proper precautions be taken to avoid incurring any liability for the same damages to the future purchasers of the lands. It appears, therefore, to be necessary that Congress, by further legislation, should provide that when these Indian lands are disposed of under the provisions of the act of January 14, 1889, the title granted by the United States shall convey to the holder no right to claim remuneration for damages resulting from the construction, operation, and maintenance by the Government of dams and reservoirs at the head waters of the Mississippi River and its tributaries.

A list of these lands is submitted herewith with recommendation that it be transmitted to Congress with request that the act of January 14, 1889, entitled "An act for the relief and civilization of the Chippewa Indians in the State of Minnesota," be so amended that the lands enumerated in this list shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation, and no claim or right of compensation shall accrue from the overflowing of said lands on account of the construction and maintenance of such dams and reservoirs.

Subsequently I submitted a draft of a bill to effectuate the purpose set forth in the foregoing letter and stated that should this proposed bill be enacted into law a new and revised list of the lands in question would be carefully prepared, under the supervision of this office, for file in the General Land Office, in accordance with the provisions of section 2 of the said bill.

The papers were transmitted to Congress by the Secretary of War December 9, 1892, where they were referred to the Committee on Indian Affairs and printed in House Ex. Doc. No. 124, Fifty-second Congress, second session.

It is proper to state that this action was taken after correspondence with the Secretary of the Interior, who expressed his approval of the proposed legislation and his concurrence in my opinion that some action by Congress on this line was necessary to protect the interests of the United States.

So far as known no action has been taken by Congress, and the time is fast approaching when these lands will have to be disposed of under the act of January 14, 1889.

The magnitude of the interest involved renders it important to the United States that some legislation on this subject be had, and I beg to recommend that the views of the Department contained in the aforesaid House Ex. Doc. No. 124, Fifty-second Congress, second session, be brought to the attention of the chairman of the Committee on Indian Affairs of the House of Representatives, with a view to securing action at the present session of Congress.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

HON. DANIEL S. LAMONT,
Secretary of War.

House Ex. Doc. No. 124, Fifty-second Congress, second session.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A copy of a letter from the Chief of Engineers, recommending that the act of Congress entitled "An act for the relief and civilization of the Chippewa Indians, in the State of Minnesota," be amended.

DECEMBER 13, 1892.—Referred to the Committee on Indian Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, December 9, 1892.

SIR: I have the honor to inclose a copy of a letter from the Chief of Engineers, addressed to me on January 7, 1892, recommending for the reasons therein given that the act of Congress approved January 14, 1889, entitled "An act for the relief and civilization of the Chippewa Indians in the State of Minnesota" (25 Stats., 642), be amended so as to provide that the Indian lands subject to overflow by the construction and operation of reservoirs at the head waters of the Mississippi River, enumerated in inclosure to this letter, shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation, etc., and to accomplish which he submits for the consideration of Congress the inclosed draft of a bill.

The Chief of Engineers in submitting this draft states that if it is enacted into law a new and revised list of the lands to be affected by it would be carefully prepared in his office for file in the General Land Office of the Department of the Interior, as it is probable that a number of changes would be made in the list of lands now submitted.

Very respectfully,

S. B. ELKINS,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 7, 1892.

SIR: When the construction of reservoirs at the head waters of the Mississippi River was undertaken by the United States for the improvement of navigation, it was known that certain lands situated within the Chippewa Indian Reservation, in the State of Minnesota, would be subject to overflow, and consequent damage, as a result of the construction and maintenance of these reservoirs. These damages were appraised by commissioners appointed in accordance with law for that purpose, and by act of Congress approved August 19, 1890, the sum of $150,000 was appropriated to pay the Chippewa Indians in full for all claims for damages sustained by them on account of said reservoirs.

The act of Congress approved January 14, 1889, provides for the transfer of these Indian lands to the United States and for the disposal thereof to private citizens under the provisions of the homestead law. The act contains no provision to preclude claims for damages on the part of persons who may purchase the land under the statutory provisions, and such purchasers would hold the title, so obtained, without qualification and with nothing to restrain them from claiming damages for any loss suffered by reason of the operation and maintenance of dams and reservoirs. As the Indian owners of these lands have already been paid in full for the damages inflicted, it is important that proper precautions be taken to avoid incurring any liability for the same damages to the future purchasers of the lands. It appears, therefore, to be necessary that Congress, by further legislation, should provide that when these Indian lands are disposed of, under the provisions of the act of January 14, 1889, the title granted by the United States shall convey to the holder no right to claim remuneration for damages resulting from the construction, operation, and maintenance by the Government of dams and reservoirs at the head waters of the Mississippi River and its tributaries.

A list of these lands is submitted herewith with recommendation that it be transmitted to Congress with request that the act of January 14, 1889, entitled "An act for the relief and civilization of the Chippewa Indians in the State of Minnesota" be so amended that the lands enumerated in this list shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation, and no claim or right of compensation shall accrue from the overflowing of said lands on account of the construction and maintenance of such dams and reservoirs.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brigadier-General, Chief of Engineers.

Hon. S. B. ELKINS,
Secretary of War.

Whereas an act of Congress entitled "An act for the relief and civilization of the Chippewa Indians in the State of Minnesota," approved January fourteenth, eighteen hundred and eighty-nine, provides for the cession to the United States of certain lands belonging to the Chippewa Indians, in the State of Minnesota, and further provides for the sale and disposal of the said lands by the United States in a manner fully set forth and described in the said act: and

Whereas certain parcels of the said lands have been damaged and are liable

to damage by overflow by reason of the construction, operation, and maintenance by the United States of dams and reservoirs, in aid of navigation, at the head waters of the Mississippi River: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the lands thus damaged and liable to damage by overflow shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation, and no claim or right of compensation shall accrue from the overflowing of said lands on account of the construction and maintenance of such dams and reservoirs.

SEC. 2. That the Secretary of War shall furnish the Commissioner of the General Land Office a list of such lands, with the particular tracts appropriately described, and in the disposal of each and every one of said tracts, whether by sale, by allotment in severalty to individual Indians, or otherwise, under the provision of the aforementioned act of Congress of January fourteenth, eighteen hundred and eighty-nine, the provisions of the above section one of this act shall enter into and form a part of the contract of purchase or transfer of title.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River.

[All townships north, and ranges west of fifth principal meridian.]

Section.	Township.	Range.	Part of section.
19	147	26	Lots 11, 12.
19	147	26	SE. ¼ SE. ¼.
20	147	26	SW. ¼ SW. ¼.
29	147	26	W. ½ NW. ¼.
30	147	26	E. ½.
30	147	26	Lots 1, 2, 6, 7, 12, 11, 10.
31	147	26	Lots 2, 3, 4, 5, 6, 7, 8.
3	146	26	SW. ¼ NE. ¼.
3	146	26	S. ½ NW. ¼.
3	146	26	W. ½ SE. ¼.
3	146	26	SE. ¼ SE. ¼.
3	146	26	N. ½ SW. ¼.
4	146	26	Lots 5, 6.
4	146	26	S. ½ NE. ¼.
5	146	26	SE. ¼.
5	146	26	SW. ¼.
5	146	26	S. ½ NW. ¼.
6	146	26	Lots 3, 4.
6	146	26	Lots 1, 2, 3, 4.
6	146	26	SE. ¼ NW. ¼.
6	146	26	S. ½ NE. ¼.
7	146	26	SE. ¼.
7	146	26	NE. ¼ NE. ¼.
7	146	26	SE. ¼.
8	146	26	Lot 9.
8	146	26	N. ½ and N. ½ S. ½.
8	146	26	SW. ¼ SW. ¼.
9	146	26	SE. ¼ SE. ¼.
9	146	26	W. ½ SW. ¼.
9	146	26	NW. ¼.
10	146	26	N. ½ NE. ¼.
10	146	26	Lots 1, 2, 3, 4, 5, 6, 7, 8.
10	146	26	SE. ¼ NE. ¼.
10	146	26	W. ½ SE. ¼.
15	146	26	S. ½ SW. ¼.
15	146	26	W. ½ NE. ¼.
18	146	26	E. ½ NW. ¼.
18	146	26	NW. ¼ NE. ¼.
19	147	26	Lot 3.
21	147	27	Lot 4.
21	147	27	NE. ¼ SE. ¼.
22	147	27	Lot 3.
23	147	27	Lots 1, 2, 3.
24	147	27	SE. ¼ SE. ¼.
25	147	27	SW. ¼ SW. ¼.
25	147	27	NW. ¼ NW. ¼.
25	147	27	W. ½ SW. ¼.
26	147	27	Lots 1, 2, 3.
26	147	27	E. ½ E. ½.
26	147	27	NW. ¼ SE. ¼.
26	147	27	Lots 1, 2, 3.
27	147	27	All.
28	147	27	Lots 1, 2, 3, 4, 5, 6, 7.
29	147	27	SW. ¼.
30	147	27	SE. ¼.
30	147	27	SE. ¼ NE. ¼.
30	147	27	E. ½ SW. ¼.
30	147	27	Lots 1, 2, 3, 4.
31	147	27	All.
32	147	27	Lots 1, 2, 3, 4, 5.
32	147	27	E. ½ NW. ¼.
33	147	27	All.
34	147	27	All.
35	147	27	Lots 1, 2, 3, 4.
35	147	27	NE. ¼ NE. ¼.
36	147	27	Lots 1, 2, 3, 4.
2	146	27	Lots 2, 3, 4, 5, 6, 7, 8, 9.
2	146	27	SE. ¼ NE. ¼.
3	146	27	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
3	146	27	SE. ¼ SW. ¼.
4	146	27	Lots 1, 2, 3, 4, 5, 6.
10	146	27	Lots 1, 2, 3, 4.
10	146	27	NE. ¼ SE. ¼.
11	146	27	Lots 1, 2, 3, 4, 5.
11	146	27	SE. ¼ SW. ¼.
11	146	27	S. ½ SE. ¼.
13	146	27	Lots 1, 2, 3, 4.
13	146	27	W. ½ SE. ¼.
14	146	27	Lots 1, 2, 3.
15	146	27	All.
16	146	27	All.
20	146	27	Lots 1, 2.
21	146	27	All.
22	146	27	All.
23	146	27	Lot 1.
24	146	27	Lots 2, 3, 4, 5, 6, 7.
24	146	27	NW. ¼ NE. ¼.
25	146	27	Lots 1, 3, 4.
26	146	27	Lots 1, 2, 3, 4, 5, 6, 7, 8.
26	146	27	SW. ¼ SE. ¼.
27	146	27	All.
28	146	27	SE. ¼ SE. ¼.
28	146	27	N. ½ SE. ¼.
28	146	27	NE. ¼.
28	146	27	E. ½ NW. ¼.
29	146	27	NE. ¼ NE. ¼.
29	146	27	Lots 1, 2, 3, 4.
31	146	27	Lots 1, 2, 3.
31	146	27	SE. ¼ SE. ¼.
32	146	27	Lot 1.
32	146	27	S. ½ SW. ¼.
32	146	27	SW. ¼ SE. ¼.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River—Continued.

Section.	Township.	Range.	Part of section.
34	146	27	NE. ¼ NW. ¼.
34	146	27	NW. ¼ NE. ¼.
34	146	27	E. ½ NE. ¼.
35	146	27	W. ½ NW. ¼.
5	145	27	Lots 2, 3, 4.
5	145	27	S. ½ NW. ¼.
5	145	27	W. ½ SW. ¼.
6	145	27	All.
7	145	27	All.
8	145	27	All.
17	145	27	N. ½ and SW. ¼.
18	145	27	All.
19	145	27	W. ½.
19	145	27	W. ½ NE. ¼.
19	145	27	NE. ¼ NE. ¼.
10	147	28	E. ½ SE. ¼.
11	147	28	SW. ¼.
11	147	28	SW. ¼ SE. ¼.
14	147	28	W. ½ and SE. ¼.
14	147	28	W. ½ NE. ¼.
14	147	28	SE. ¼ NE. ¼.
17	147	28	Lots 2, 3, 4, 5, 6, 7.
18	147	28	Lots 1, 10.
19	147	28	Lots 1, 2, 3, 5, 6, 7, 8, 9, 10.
19	147	28	NE. ¼ SE. ¼.
19	147	28	SW. ¼ SE. ¼.
20	147	28	Lots 1, 2, 3, 4, 5.
20	147	28	NE. ¼ SW. ¼.
23	147	28	All.
24	147	28	S. ½ and S. ½ N. ½.
25	147	28	W. ½ W. ½.
25	147	28	SE. ¼ SW. ¼.
25	147	28	E. ½ NE. ¼ and SE. ¼.
26	147	28	All.
27	147	28	SE. ¼ SE. ¼.
27	147	28	SW. ¼ SW. ¼.
28	147	28	S. ½ SE. ¼.
28	147	28	N. ½ SW. ¼.
28	147	28	Lots 1, 2.
28	147	28	SW. ¼ NW. ¼.
29	147	28	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9.
29	147	28	NW. ¼ NW. ¼.
29	147	28	S. ½ NE. ¼.
29	147	28	SW. ¼ SW. ¼.
29	147	28	SW. ¼ SE. ¼.
30	147	28	All.
31	147	28	All.
32	147	28	All.
33	147	28	All.
34	147	28	Lots 1, 2, 3, 4, 5, 6, 7.
34	147	28	NW. ¼ NW. ¼.
34	147	28	SE. ¼ NW. ¼.
35	147	28	All.
36	147	28	All.
5	146	28	All.
6	146	28	All.
7	146	28	All.
8	146	28	All.
17	146	28	All.
18	146	28	All.
19	146	28	All.
20	146	28	All.
30	146	28	All.
7	145	28	All.
12	145	28	All.
13	145	28	All.
17	145	28	All.
18	145	28	Lots 1, 2, 5, 6, 7; NE. ¼ SW. ¼, and S. ½ SE. ¼.
19	145	28	E. ½ NE. ¼.
20	145	28	Lots 1, 2, 3; NW. ¼ NW. ¼; S. ½ NW. ¼; NE. ¼ SW. ¼; S. ½ SW. ¼; SE. ¼.
21	145	28	All.
22	145	28	All.
23	145	28	All.
24	145	28	All.
25	145	28	NW. ¼; W. ½ NE. ¼; NE ¼ NE. ¼; N. ½ SW. ¼.
26	145	28	Lots 1, 2; N. ½ NE. ¼; SE. ¼ NE. ¼; S. ½ NW. ¼.
27	145	28	Lots 1, 2; NW. ¼; S. ½ NE. ¼.
29	145	28	N. ½ NW. ¼; N. ½ SE. ¼; NE. ¼.
24	147	29	Lots 7, 8, 9, 10, 11, 12.
25	147	29	Lots 1, 2, 3, 4; SE. ¼.
36	147	29	NE. ¼; E. ½ SE. ¼.
1	146	29	Lots 1, 2; S. ½ NE. ¼; S. ½
2	146	29	S. ½ SE. ¼; SW. ¼ SW. ¼.
3	146	29	SE. ¼ SE. ¼; W. ½ SE. ¼; E. ½ SW. ¼; NW. ¼ SW. ¼; S. ½ NW. ¼.
10	146	29	Lots 1, 2, 3; N. ½ NE. ¼.
11	146	29	NE. ¼; E. ½ NW. ¼; NW. ¼ NW. ¼; Lots 1, 2, 3, 4; SE. ¼.
12	146	29	All.
13	146	29	All.
14	146	29	All.
19	146	29	Lots 3, 4, 5; NE. ¼ SW. ¼; SE. ¼.
20	146	29	NW. ¼ SW. ¼; S. ½ SW. ¼.
23	146	29	Lots 1, 2, 3, 4.
24	146	29	All.
25	146	29	All.
26	146	29	Lots 1, 2; E. ½ SE. ¼; SW. ¼ SE. ¼.
28	146	29	Lot 1.
29	146	29	W. ½ and SE. ¼.
30	146	29	All.
31	146	29	Lots 1, 2, 3, 4, 5; NE. ¼ NW. ¼; NW. ¼ NE. ¼.
32	146	29	Lots 1, 2, 3, 4, 5; NW. ¼ NE. ¼.
33	146	29	Lots 1, 2, 3, 4, 5, 6, 7, 8.
34	146	29	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
35	146	29	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11; E. ½ NW. ¼; W. ½ NE. ¼.
36	146	29	All.
1	145	29	All.
2	145	29	All.
3	145	29	NE. ¼ SE. ¼.
6	145	29	W. ½ NW. ¼.
11	145	29	E. ½ NW. ¼; NE. ¼; N. ½ SE. ¼; SE. ¼ SE. ¼.
12	145	29	All.
13	145	29	N. ½ N. ½.
19	147	30	Lots 3, 4.
21	147	30	Lot 3; SE. ¼ SE. ¼.
22	147	30	Lots 5, 6, 7; SW. ¼ SE. ¼.
26	147	30	Lots 1, 2.
27	147	30	Lots 1, 2, 3, 4, 5, 6, 7, 8; NW. ¼ NE. ¼; NE. ¼ NW. ¼.
28	147	30	SE. ¼.
29	147	30	S. ½ SW. ¼; SW. ¼ SE. ¼.
30	147	30	Lots 1, 2, 3, 4; SE. ¼ NW. ¼; E. ½ SW. ¼; SE. ¼ SE. ¼.
31	147	30	All.
32	147	30	All.
33	147	30	All.
34	147	30	All.
35	147	30	All.
36	147	30	W. ½ W. ½.
1	146	30	Lots 4, 5, 6; W. ½ SW. ¼.
2	146	30	N. ½; S. ½ SW. ¼; SW. ¼ SE. ¼; E. ½ SE. ¼.
3	146	30	All.
4	146	30	S. ½ NE. ¼; NE. ¼ SE. ¼; lots 1, 2, 3, 4, 5; SE. ¼ NW. ¼; NE. ¼ SW. ¼; SW. ¼ SW. ¼.
5	146	30	All.
6	146	30	All.
7	146	30	Lots 1, 2, 3, 4, 5, 6, 7, 18, 12, 14, 15, 16.
8	146	30	Lots 3, 4, 7, 8, 9; SE. ¼ SE. ¼.
9	146	30	SW. ¼ SW. ¼.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River—Continued.

Section.	Township.	Range.	Part of section.
10	146	30	Lots 1, 4; SE. ¼ NE. ¼.
11	146	30	Lots 1, 2, 3, 4, 5, 6, 7, 10, 11, 12; S. ½ NW. ¼; SW. ¼ SE. ¼; E. ½ SE. ¼.
12	146	30	Lots 3, 4.
16	146	30	Lots 1, 2, 3, 4; NW. ¼ NW. ¼.
17	146	30	All.
18	146	30	All.
21	146	30	Lots 1, 2, 3, 4, 5, 6.
22	146	30	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9.
23	146	30	Lots 1, 2, 3. 4, 5, 6, 7, 8, 9.
24	146	30	Lots 1, 2, 3, 4, 5, 6, 7.
25	146	30	Lots 1, 2, 3.
28	146	30	Lots 1, 2, 3. 4; NW. ¼ SW. ¼; NE. ¼ SE. ¼.
29	146	30	All.
32	146	30	All.
33	146	30	Lots 1, 2, 3, 4, 5.
36	146	30	E. ½ E. ½.
1	145	30	NE. ¼ NE. ¼.
4	145	30	Lots 2, 3, 4. 5.
5	145	30	All.
6	145	30	All.
7	145	30	All.
8	145	30	Lots 1, 2, 3, 4.
9	145	30	Lot 1.
17	145	30	Lot 1.
18	145	30	Lots 1, 2, 3, 4, 5, 6.
19	145	30	Lots 1, 2. 3, 4.
30	145	30	Lots 1, 2.
19	147	31	Lots 1, 2, 3, 7; SE. ¼ NW. ¼; S. ½ NE. ¼; E. ½ SW. ¼; SE. ¼.
20	147	31	Lots 4, 7, 8, 9; SW. ¼ NW. ¼; NE. ¼ SW. ¼; W. ½ SW. ¼.
21	147	31	Lots 6, 7; SW. ¼ SE. ¼.
23	147	31	SW. ¼ NW. ¼; W. ½ SW. ¼; SE. ¼ SW. ¼; S. ½ SE. ¼.
24	147	31	Lots 1, 2, 3, 4, 5.
25	147	31	All.
26	147	31	N. ½ N. ½.
28	147	31	All.
29	147	31	All.
30	147	31	E. ½; E. ½ NW. ¼.
31	147	31	N. ½ NE. ¼; SE. ¼ NE. ¼.
31	147	31	Lots 5, 6, 7.
32	147	31	All.
33	147	31	All.
34	147	31	Lots 1, 2, 3, 4, 5, 6.
36	147	31	S. ½ NE. ¼; SE. ¼.
3	146	31	Lots 1, 2, 3, 4, 5.
4	146	31	Lots 1, 2, 3, 4, 5.
5	146	31	Lots 1, 2, 3, 4, 5; NW. ¼ SE. ¼; SW. ¼ SW. ¼.
6	146	31	Lots 1, 2; SW. ¼ NE. ¼; E. ½ SE. ¼.
7	146	31	Lots 3, 4, 5, 6, 7, 8; E. ½ SW. ¼.
8	146	31	Lots 1, 2, 3, 4.
12	146	31	Lots 1, 2, 3, 4, 5.
13	146	31	All.
14	146	31	Lots 1, 2.
17	146	31	Lots 1, 2, 3, 4.
18	146	31	All.
19	146	31	Lots 1, 2, 3, 4, 7.
20	146	31	Lots 1, 2, 3, 4.
21	146	31	Lot 1; SW. ¼ SW. ¼; SW. ¼ SE. ¼.
22	146	31	Lots 3, 4.
23	146	31	Lots 1, 3, 4, 5, 6.
24	146	31	All.
25	146	31	All.
26	146	31	All.
27	146	31	All.
28	146	31	All.
29	146	31	All.
30	146	31	Lots 1, 2, 3, 4, 5, 6, 7; NE. ¼ SW. ¼.
32	146	31	Lots 1, 2, 3, 4; SE. ¼ NW. ¼.
33	146	31	Lots 1, 2, 3, 4, 5.
34	146	31	All.
35	146	31	NW. ¼ NW. ¼; lots 1, 2, 3, 4, 5, 6, 7, 8.
36	146	31	All
1	145	31	All.
2	145	31	All.
3	145	31	Lots 1, 3, 4, 5.
6	145	31	Lots 5, 6, 7.
7	145	31	All.
8	145	31	SW. ¼ SW. ¼.
10	145	31	Lots 1, 2, 3, 4; NE. ¼ SW. ¼.
11	145	31	All.
12	145	31	All.
13	145	31	All.
14	145	31	Lots 1, 2, 3, 4, 5, 6; NW. ¼ NE. ¼.
15	145	31	Lots 1, 2, 3, 4, 5; SW. ¼ NE. ¼; SW. ¼ SW. ¼
16	145	31	S. ½.
17	145	31	N. ½ S. ½; SW. ¼ NE. ¼; W. ½ NW. ¼; SE ¼ NW. ¼.
18	145	31	N. ½ SE. ¼; E. ½ NW. ¼; NE. ¼.
22	145	31	Lots 1, 2, 3, 4; NW. ¼ NW. ¼.
25	145	31	Lots 1, 2.
27	145	31	All.
28	145	31	E. ½.
34	145	31	Lots 1, 2, 3, 4.
35	145	31	Lots 1, 2, 3, 4: SE. ¼ SW. ¼: SW. ¼ SE. ¼.
36	145	31	Lots 1, 2.
2	144	31	NW. ¼ NW. ¼.
1	145	32	Lots 3, 4, 5, 6.
12	145	32	Lot 1.
14	144	26	Lots 3, 4.
19	144	26	S. ½ SE. ¼; SE. ¼ SW. ¼.
21	144	26	SE. ¼ SE. ¼.
22	144	26	Lots 1, 2; E. ½ SW. ¼; NW. ¼ SE. ¼; SW. ¼ SW. ¼; SE. ¼ NW. ¼; SE. ¼ NE. ¼.
23	144	26	Lots 2, 3.
27	144	26	Lots 2, 3.
28	144	26	Lots 1, 2, 3, 4, 5; NW. ¼ NE. ¼.
29	144	26	W. ½ NW. ¼; SE. ¼ NW. ¼; SW. ¼ NE. ¼; S. ½ SE. ¼; SW. ¼; NW. ¼ SE. ¼.
30	144	26	All.
31	144	26	Lots 1, 3, 4, 5, 6; NW. ¼ NE¼: E. ½ NW. ¼.
32	144	26	Lots 1, 2, 3, 4; NE. ¼ NW. ¼; NW. ¼ NE. ¼.
33	144	26	Lot 1.
15	144	27	SW. ¼ NE. ¼; SE. ¼ NW. ¼; NW. ¼ SE. ¼; E. ½ SW. ¼; SW. ¼ SW. ¼.
16	144	27	SE. ¼ NW. ¼; NE. ¼ SW. ¼; SE. ¼.
21	144	27	E. ½ NE. ¼.
22	144	27	NW. ¼; N. ½ SW. ¼; S. ½ NE. ¼; SE. ¼.
23	144	27	NW. ¼ SW. ¼; S. ½ SW. ¼.
24	144	27	SW. ¼ SW. ¼.
25	144	27	N. ½; SE. ¼; N. ½ SW. ¼.
26	144	27	N. ½.
27	144	27	S. ½ of S. ½.
28	144	27	SE. ¼ SE. ¼.
33	144	27	E. ½.
34	144	27	All.
35	144	27	All.
36	144	27	Lots 1, 2, 3, 4; SE. ¼ NE. ¼.
2	143	27	Lot 6.
3	143	27	Lots 1, 5, 6, 7.
4	143	27	Lots 5, 6, 7, 8.
26	56	27	W. ½.
27	56	27	All.
28	56	27	All.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River—Continued.

Section.	Township.	Range.	Part of section.
33	56	27	Lot 2; NE. ¼.
34	56	27	W. ½ NW. ¼; NE. ¼ NW. ¼.
30	145	25	Lots 3, 4; SE. ¼ SW. ¼.
31	145	25	E. ½ NW. ¼; lots 1, 2; S. ½.
32	145	25	S. ½; SW ¼ NW. ¼.
33	145	25	SW. ¼; S. ½ SE. ¼.
34	145	25	S. ½ SW. ¼; SE. ¼ SE. ¼.
35	145	25	SW. ¼; W. ½ SE. ¼.
1	144	25	Lot 9.
2	144	25	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10; NW. ¼ SW. ¼; S. ½ SW. ¼.
3	144	25	N. ½; W. ½ SW. ¼; NE. ¼ SW. ¼; NW. ¼ SE. ¼; E. ½ SE. ¼; lots 5, 7.
4	144	25	Lots 1, 2, 3, 4, 6, 7, 8, 9, 14; SE. ¼ NE. ¼; NE. ¼ SE. ¼.
5	144	25	Lots 1, 2, 3, 4, 5, 6, 7.
6	144	25	Lots 1, 3, 10.
9	144	25	Lot 1.
10	144	25	Lots 2, 4, 5, 10.
11	144	25	Lots 1, 2, 3, 4, 6, 9, 13, 14, 17.
12	144	25	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14; W. ½ SW. ¼.
13	144	25	All.
14	144	25	Lots 1, 4, 5, 8.
23	144	25	Lots 1, 4, 5, 8
24	144	25	All.
25	144	25	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11; E. ½ NE. ¼.
26	144	25	Lots 1, 4, 5.
35	144	25	Lots 2, 5, 8, 12, 13.
2	143	25	Lots 1, 2, 5, 6, 9, 12.
11	143	25	Lot 4.
4	145	26	Lots 5, 6, 7, 8.
5	145	26	Lots 1, 6, 7, 8.
8	145	26	SE. ¼ NE. ¼; NE. ¼ SE. ¼.
9	145	26	Lots 1, 2, 3, 4, 5, 6, 7.
10	145	26	Lots 1, 2, 3, 4; SW. ¼ NE. ¼.
14	145	26	Lots 1, 2, 3, 4; NE. ¼ NW. ¼; NW. ¼ SE. ¼.
15	145	26	Lot 1.
16	145	26	Lots 1, 2, 3, 4.
21	145	26	Lot 1; SE. ¼ NE. ¼; NE. ¼ SE. ¼.
22	145	26	Lots 1, 2.
23	145	26	Lots 1, 2, 3, 4; NE. ¼ NE. ¼.
24	145	26	W. ½ SW. ¼.
25	145	26	Lots 1, 2, 3, 4; S. ½ NE. ¼.
27	145	26	Lots 1, 2, 3, 4; SW. ¼ NW. ¼; NE. ¼ SW. ¼; SW. ¼ SE. ¼.
34	145	26	Lot 1.
35	145	26	Lots 1, 2, 3; NW. ¼ SW. ¼; SE. ¼ SW. ¼.
36	145	26	Lot 1.
1	144	26	Lots 1, 2, 3, 4; S. ½ NE. ¼.
2	144	26	Lots 1, 2, 4, 5, 6, 7, 8; NE. ¼ SW. ¼; SE. ¼ SE. ¼.
3	144	26	Lots 1, 2, 3, 4, 5, 6, 7, 8; SE. ¼ SE. ¼.
11	144	26	Lots 1, 2, 3, 4, 5, 6, 7, 8; SW. ¼ NW. ¼; NW. ¼ SE. ¼.
12	144	26	Lots 1, 2, 3, 4, 5, 6, 7, 8; N. ½ NW. ¼; SW. ¼ SW. ¼; SW. ¼ NE. ¼.
13	144	26	Lots 3, 4, 5.
13	144	32	W. ½ NW. ¼; SE. ¼ NW. ¼; S. ½.
14	144	32	Lot 1.
24	144	32	Lots 1, 2, 3, 4, 6, 7; E. ½ NW. ¼; N. ½ NE. ¼.
25	144	32	Lots 1, 4, 5, 6, 7; SE. ¼ SW. ¼.
1	143	32	SE. ¼; lots 8, 10; E. ½ SW. ¼.
12	143	32	Lot 1; NE. ¼ NW. ¼; N. ½ NE. ¼.
36	143	32	W. ½ SE. ¼; NE. ¼ SW. ¼; lots 4, 7, 8.
1	142	32	Lots 1, 11, 14, 15.
15	144	31	Lots 1, 2, 3, 4.
16	144	31	Lots 1, 2, 3.
19	144	31	Lots 2, 3, 4, 5.
20	144	31	Lots 1, 2, 3, 4, 5; S. ½ NE. ¼
21	144	31	Lots 1, 2, 3, 4, 5; W. ½ NW. ¼; NW. ¼ SW. ¼; E. ½ SW. ¼; SW. ¼ NE. ¼.
22	144	31	Lots 1, 2.
28	144	31	Lots 1, 2, 3, 4, 5, 6; E. ½ W. ½.
29	144	31	Lots 1, 2, 3, 4, 5; SE. ¼ NE. ¼; NE. ¼ SE. ¼.
30	144	31	Lots 1, 2, 3, 4.
32	144	31	Lots 1, 2, 3, 4, 5, 6; W. ½ SE. ¼; SW. ¼ NE. ¼.
33	144	31	Lots 1, 2, 3, 4; E. ½ W. ½; NW. ¼ NW. ¼.
2	143	31	Lots 5, 6, 7; SW. ¼ NW. ¼.
3	143	31	Lots 3, 4, 5; S. ½ N. ½; SW. ¼; W. ½ SE. ¼; NE. ¼ SE. ¼.
4	143	31	All.
5	143	31	All.
6	143	31	Lots 1, 5, 6, 7, 8; SE. ¼ NW. ¼; S. ½ NE. ¼; E. ½ SW. ¼; NW. ¼ SE. ¼.
7	143	31	All.
8	143	31	Lots 1, 2, 3, 4; NE. ¼ NE. ¼.
9	143	31	Lots 1, 2, 3, 4, 5; N. ½ NW. ¼; NW. ¼ NE. ¼.
10	143	31	All.
11	143	31	Lots 1, 2, 3, 4.
14	143	31	Lots 1, 2, 3, 4.
15	143	31	All.
16	143	31	Lots 1, 2, 3, 4, 5.
17	143	31	Lots 2, 3.
18	143	31	Lots 1, 2.
20	143	31	Lots 1, 2, 3, 4.
21	143	31	All.
22	143	31	All.
23	143	31	Lots 1, 2, 3, 4.
25	143	31	Lots 1, 2, 3, 4.
26	143	31	Lots 1, 2, 3, 4, 5, 6.
27	143	31	All.
28	143	31	All.
29	143	31	NE. ¼ SE. ¼; SE. ¼ NE. ¼; lot 1.
32	143	31	Lots 1, 2, 3, 4, 5.
33	143	31	All.
34	143	31	All
36	143	31	All.
1	142	31	Lots 1, 2, 3, 4.
2	142	31	Lots 1, 2, 3, 4, 5; SE. ¼ NE. ¼; N. ½ SE. ¼; SW. ¼ SE. ¼; SE. ¼ SW. ¼.
3	142	31	All.
4	142	31	All.
5	142	31	Lots 5, 6, 7; SE. ¼ SE. ¼.
6	142	31	Lots 5, 6, 7, 8.
8	142	31	Lot 1.
9	142	31	Lot 1.
10	142	31	All.
11	142	31	Lots 1, 2, 3.
12	142	31	Lots 1, 2, 3, 4, 5, 6; NW. ¼ NE. ¼.
13	142	31	Lots 1, 2, 3.
14	142	31	Lots 1, 2, 3, 4.
23	142	31	Lot 1.
24	142	31	All.
25	142	31	Lots 1, 2, 3, 4, 5.
36	142	31	Lots 1, 2, 3, 4.
1	141	31	Lots 2, 3, 4.
2	141	31	Lots 1, 2, 3, 4, 10.
11	141	31	Lots 1, 2, 4, 5, 6, 7; E. ½ SE. ¼.
12	141	31	Lot 1; S. ½ NW. ¼; SW. ¼.
13	141	31	Lot 4.
14	141	31	Lot 1.
1	144	30	Lot 4; W. ½ SW. ¼; SW. ¼ NW. ¼.
2	144	30	E. ½ SE. ¼.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River—Continued.

Section.	Township.	Range.	Part of section.
11	144	30	E. ½ NE. ¼; SE. ¼.
12	144	30	NW. ¼ NW. ¼.
13	144	30	W. ½ NW. ¼; lot 1; NW. ¼ SW. ¼.
14	144	30	NE. ¼; lots 1, 2; W. ½ SE. ¼.
23	144	30	Lots 1, 2, 3, 4; W. ½ E. ½.
24	144	30	Lots 1, 2, 3, 4, 5.
25	144	30	All.
26	144	30	Lots 1, 2, 3, 4.
34	144	30	Lots 1, 2, 3, 4.
35	144	30	All.
36	144	30	All.
1	143	30	Lots 1, 2, 3, 4, 5; NE. ¼ SE. ¼; S. ½ SE. ¼; SE. ¼ SW. ¼.
2	143	30	All.
3	143	30	All.
4	143	30	Lots 5, 6, 7.
7	143	30	Lots 9, 10.
8	143	30	Lots 1, 2, 3, 4.
9	143	30	All.
11	143	30	All.
12	143	30	All.
14	143	30	All.
15	143	30	All.
18	143	30	Lots 1, 6, 7, 11.
19	143	30	All.
20	143	30	All.
22	143	30	All.
23	143	30	All.
31	143	30	Lots 1, 2, 3, 4, 5, 6, 8, 9, 10; SE. ¼ SW. ¼.
32	143	30	All.
3	142	30	All.
4	142	30	All.
6	142	30	All.
7	142	30	All.
8	142	30	All.
9	142	30	Lots 1, 2, 3, 4, 5.
10	142	30	Lots 1, 2. 3, 4, 5.
15	142	30	Lots 1, 2, 3, 4.
16	142	30	S. ½ S. ½; N. ½ SE. ¼; NE. ¼ SW. ¼.
17	142	30	Lots 1, 2, 3, 4.
18	142	30	All.
19	142	30	Lots 1, 2, 3, 4, 5, 6.
20	142	30	Lots 1, 2, 3, 4; SE. ¼ SW. ¼; SE. ¼; S. ½ NE. ¼; NE. ¼ NE. ¼.
21	142	30	W. ½; NW. ¼ SE. ¼; W. ½ NE. ¼; NE. ¼ NE. ¼.
22	142	30	All.
27	142	30	All.
28	142	30	N. ½ NW. ¼.
29	142	30	NE. ¼; NE. ¼ NW. ¼.
30	142	30	Lot 1.
34	142	30	Lots 1, 2, 3, 4, 5.
35	142	30	Lots 1, 2, 3, 4.
36	142	30	Lots 1, 2, 3, 4, 5.
1	141	30	Lot 1.
2	141	30	Lots 3, 4, 5, 6.
3	141	30	Lots 1, 2, 3, 4, 5.
1	144	29	W. ½ W. ½; SE. ¼ SE. ¼.
2	144	29	E. ½ E. ½.
11	144	29	SE. ¼ SE. ¼.
12	144	29	All.
13	144	29	Lots 1, 2, 3, 4; E. ½ NW. ¼; W. ½ SW. ¼.
14	144	29	SE. ¼ SE. ¼.
22	144	29	E. ½ SE. ¼.
23	144	29	Lots 1, 2, 3, 4, 5, 6.
24	144	29	All.
27	144	29	All.
28	144	29	E. ½ NE. ¼; NE. ¼ SE. ¼; lot 1
32	144	29	SE. ¼.
33	144	29	All.
5	143	29	Lots 1, 2, 5, 6, 7.
6	143	29	E. ½ SE. ¼; lots 6, 7; SW. ¼ SE. ¼.
	143	29	All.
8	143	29	All.
11	143	29	All.
12	143	29	All.
13	143	29	W. ½ W. ½.
14	143	29	All.
23	143	29	Lots 1, 2, 3, 4.
24	143	29	SE. ¼ SE. ¼.
25	143	29	Lots 1, 2, 3, 4, 5; NW. ¼ NE. ¼.
26	143	29	Lots 1, 2, 3, 4, 5.
35	143	29	All.
36	143	29	All.
2	142	29	All.
11	142	29	Lots 1, 2, 3, 4, 5, 6, 7.
12	142	29	Lots 1, 2, 3, 4.
13	142	29	All.
14	142	29	All.
17	142	29	All.
18	142	29	All.
23	142	29	All.
24	142	29	All.
25	142	29	All.
31	142	29	All.
36	142	29	All.
1	141	29	Lots 1, 2, 3, 4; NW. ¼ SW. ¼.
2	141	29	Lots 1, 2, 3, 4, 5; S. ½ SE. ¼.
3	141	29	Lots 1, 2, 3, 4, 5, 6.
4	141	29	All.
5	141	29	Lots 1, 2, 3, 4, 5, 6.
6	141	29	Lots 1, 5, 6, 7, 8, 9, 10.
7	141	29	Lots 1, 2; SW. ¼ NE. ¼.
8	141	29	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9.
9	141	29	Lots 1, 2, 3, 4.
11	141	29	NE. ¼ NE. ¼.
5	144	28	SW. ¼ SW. ¼.
6	144	28	Lots 5, 6, 7, 8, 9; E. ½ SE. ¼; NW. ¼ SE. ¼; SE. ¼ NW. ¼; SW. ¼ NE. ¼.
7	144	28	All.
8	144	28	W. ½ W. ½; SE. ¼ SW. ¼.
16	144	28	W. ½ SW. ¼; SE. ¼ SW. ¼.
17	144	28	Lots 1, 2, 3, 4; NE. ¼ NW. ¼; S. ½ NE. ¼; NE. ¼ SE. ¼.
18	144	28	All.
20	144	28	All.
21	144	28	W. ½ W. ½.
27	144	28	W. ½ SW. ¼.
28	144	28	W. ½ SW. ¼; S. ½ SE. ¼; SW. ¼; S. ½ NW. ¼; NW. ¼ NW. ¼.
29	141	28	Lots 1, 2, 3; E. ½ NE. ¼.
33	144	28	Lots 1, 2, 3.
34	144	28	Lot 4.
26	143	28	Lots 5, 6.
27	143	28	Lots 4, 5, 6, 7, 8; S. ½ SE. ¼; SE. ¼ SW. ¼.
32	143	28	All.
33	143	28	Lots 1, 2, 3, 4; SW. ¼: W. ½ SE. ¼; NE. ¼ SE. ¼.
34	143	28	NE. ¼ NW. ¼; lot 1.
35	143	28	Lots 2, 3; SW. ¼ NE. ¼; SE. ¼ NW. ¼; N. ½ NW. ¼.
36	143	28	Lots 5, 6, 7, 8; N. ½ SW. ¼; NW. ¼ SE. ¼; SE. ¼ SE. ¼.
4	142	28	SW. ¼; S. ½ SE. ¼.
5	142	28	All.
7	142	28	All.
8	142	28	All.
9	142	28	N. ½; NE. ¼ SE. ¼; SW. ¼; W. ½ SE. ¼.
13	142	28	Lots 1, 2, 3, 4.
14	142	28	Lots 1, 2, 3, 4, 5; SW. ¼ NW. ¼.
15	142	28	SE. ¼; SW. ¼ SW. ¼.
16	142	28	N. ½; SE. ¼ SE. ¼; lots 1, 2.
17	142	28	All.
19	142	28	All.

List of Indian lands subject to overflow by the construction and operation of reservoirs at head waters of Mississippi River—Continued.

Section.	Township.	Range.	Part of section.	Section.	Township.	Range.	Part of section.
20	142	28	All.	9	142	27	Lots 2, 4.
21	142	28	All.	16	142	27	Lots 2, 3, 4.
22	142	28	All.	17	142	27	Lot 1.
23	142	28	Lots 1, 2, 3, 4; SW. ¼ NW. ¼; SW. ¼.	18	142	27	Lots 1, 2, 3, 4, 5, 6; N. ½ NE. ¼.
24	142	28	Lots 1, 2, 3, 4.	19	142	27	All.
25	142	28	Lots 1, 2.	20	142	27	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9.
26	142	28	NW. ¼.	21	142	27	Lots 5, 6.
27	142	28	N. ½.	27	142	27	N. ½ NW. ¼.
28	142	28	NE. ¼.	28	142	27	Lots 7, 8, 9, 10, 11.
29	142	28	Lots 1, 2, 3, 4; N. ½ SW. ¼.	29	142	27	Lots 1, 2, 3, 4, 5, 6, 7.
30	142	28	Lots 1, 2, 3, 4, 5, 6; N. ½ SE. ¼; NE. ¼ SW. ¼.	30	142	27	All.
31	142	28	Lots 1, 3, 4.	31	142	27	Lots 1, 2; W. ½ NE. ¼; E ½ NW. ¼; N. ½ SE. ¼.
31	143	27	Lots 5, 6, 7, 8, 9, 10; NE. ¼ SW. ¼; SE. ¼.	32	142	27	Lots 1, 2, 3, 4, 5, 6, 7, 8; SE ¼ SE. ¼.
32	143	27	Lots 6, 7, 8; W. ½ SW. ¼.	33	142	27	Lots 9, 10, 11; W. ½ SW. ¼
5	142	27	Lots 2, 3, 4, 7, 8; E. ½ SW. ¼; SW. ¼ NW. ¼.	4	141	27	NW. ¼ NW. ¼.
8	142	27	Lots 2, 3, 5; SW. ¼ NE. ¼.	5	141	27	NE. ¼ NE. ¼.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 308.

DEFICIENCY APPROPRIATION, DEPARTMENT OF JUSTICE.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

Estimates of deficiencies in appropriations for the Department of Justice for the current fiscal year, submitted by the Attorney-General.

FEBRUARY 12, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 11, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, additional estimates of deficiencies in appropriations for the Department of Justice, as submitted by the Attorney-General under date of the 9th instant, as follows:

Defense in Indian depredation claims, 1895	$5,000.00
Fees of witnesses, United States courts:	
1895	80,000.00
1894	82,800.00
1888	2.50
1886	3.00
1883	21.00
Support of prisoners, United States courts, 1894	78,000.00
Pay of bailiffs, etc., United States courts, 1887	3.00
Total	245,829.50

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., February 9, 1895.

SIR: You are respectfully requested to transmit to Congress at its present session the following deficiency estimates in addition to those presented in Department letters of previous dates:

In the Department of Justice:	
Defense in Indian depredation claims, 1895	$5,000
Expenses, United States courts:	
Fees of witnesses, 1895	80,000
Fees of witnesses, 1894	82,800

This is apart from all appropriations heretofore made for fees of witnesses for the fiscal year 1895.

This estimate is based upon the actual expenses of witnesses for 1894 that have been paid and a statement of unpaid claims of witnesses in the hands of marshals, report of which has been made to the Department.

Fees of witnesses:	
1883	$21.00
1886	3.00
1888	2.50
Support of prisoners, 1894	78,000.00
Pay of bailiffs, etc, 1887	3.00

The sums herein stated for fees of witnesses, 1894, and support of prisoners, 1894, are in increased amounts of the estimates submitted by the Department on January 28, because of later information received.

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

O

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 309.

DEFICIENCY APPROPRIATION FOR PATENT OFFICE.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for photolithographing, Patent Office, for the current fiscal year, submitted by the Secretary of the Interior.

FEBRUARY 12, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 11, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of deficiency in the appropriation "Photolithographing, Patent Office," for the current fiscal year, $12,500, as submitted by the Secretary of the Interior under date of the 9th instant.

Respectfully, yours,

C. S. HAMLIN, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
UNITED STATES PATENT OFFICE,
Washington, February 9, 1895.

SIR: I have the honor to advise you that the appropriation made by Congress for the current fiscal year for photolithographing or otherwise producing copies of drawings of the weekly issues of patents, for producing copies of designs, trade-marks, and pending applications, and for the reproduction of exhausted copies of drawings and specifications will be insufficient to meet the requirements of the office.

The amount appropriated for the current year for the above purposes is $48,000; the amount expended up to the present date is $33,317.01, leaving an available balance of $14,682.99.

I beg to submit herewith estimates of the amount which will be needed by this office to supplement the current appropriation for this purpose. Taking as a basis the money already expended, and if the

work does not increase during the balance of the year, there will be an actual deficiency of $11,347.91. But there is every reason to believe that there will be some increase in the work, and I have, therefore, in the estimates, submitted an increase to the apparent actual deficiency of about 10 per cent, or $12,500. The following will show the condition of this appropriation in detail:

Amount appropriated		$48,000.00
Amounts expended:		
Current issues for seven months	$20,738.18	
Library edition for six months	7,815.60	
Special orders for seven months	4,763.23	
Total		33,317.01
Balance		14,682.99
Amount required for five months' current issues	14,813.00	
Amount required for six months' library edition	7,815.60	
Amount required for five months' special order bills	3,402.30	
Total amount required		26,030.90
Unexpended balance		14,682.99
Deficiency		11,347.91

I beg to say that in the bid of the Norris Peters Company for this work, they being the lowest bidders and their bid having been accepted by this office with the approval of the Secretary of the Interior, an ambiguity occurred which led to a computation on the part of the board in this bureau, who examined and computed the bids, which is at variance with the just construction of their bid. The appropriation for the current year of $48,000 for this work was made by Congress before the question arising upon the Norris Peters Company's bid had been determined. The deficiency estimate now made is based upon the rates paid under the present contract with the Norris Peters Company for photolithographing, as follows:

Current issues	$35,552.00
Library edition	17,160.00
Trade-marks and designs	2,112.00
Exhausted specifications	2,750.00
Exhausted drawings	2,280.00
Copies of pending applications ordered by attorneys	1,275.00
	61,129.00

Had this ambiguity not occurred the estimate for the current year would have been increased by $13,129, which would have been a close approximation to the actual requirements of this office, though slightly in excess.

I beg to request that you will call the attention of Congress to this subject, in order that there may be no suspension in the issue of patents.

Very respectfully, your obedient servant,

JOHN S. SEYMOUR,
Commissioner.

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, February 9, 1895.

Approved and forwarded, through the Secretary of the Treasury, for the favorable consideration of Congress.

HOKE SMITH, *Secretary.*

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the United States Patent Office.

Detailed objects of expenditure, and explanations.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
Photolithographing, Patent Office:		
Photolithographing or otherwise producing copies of drawings of the weekly issues of patents, for producing copies of designs, trade-marks, and pending applications, and for the reproduction of exhausted copies of drawings and specifications; said photolithographing or otherwise producing plates and copies referred to to be done under the supervision of the Commissioner of Patents, and in the city of Washington, or within such a reasonable distance therefrom as the Secretary of the Interior may consider to be not disadvantageous to the Department, for the service of the fiscal year ending June 30, 1895 (July 31, 1894, vol. 28, p. 196, sec. 1).....	$12,500	$48,000

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 310.

APPROPRIATION FOR CLAIMS ARISING OUT OF THE BERING SEA CONTROVERSY.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Secretary of State in regard to an appropriation for the payment by the United States of all claims that may be made by Great Britain arising out of the Bering Sea controversy.

FEBRUARY 13, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 13, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Secretary of State, under date of to-day, in regard to an appropriation of $425,000—

For the payment by the United States, in full satisfaction of all claims which may be made by Great Britain for damages growing out of the controversy as to fur seals in Bering Sea, or the seizure of British vessels engaged in taking seal in those waters.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF STATE,
Washington, February 13, 1895.

SIR: In the annual message of the President, transmitted to Congress at the opening of the current session, appears a statement that an understanding had been reached with Great Britain—

for the payment by the United States of $425,000, in full satisfaction of all claims which may be made by Great Britain for damages growing out of the controversy as to fur seals in Bering Sea, or the seizure of British vessels engaged in taking seal in those waters.

The message adds:

I am convinced that a settlement upon the terms mentioned would be an equitable and advantageous one, and I recommend that provision be made for the prompt payment of the stated sum.

The correspondence in regard to that understanding, and a report of the undersigned in support of the President's recommendation, were transmitted to the Speaker of the House of Representatives on December 21, 1894, pursuant to a resolution of that body dated December 15. Copy thereof is annexed.

I have now the honor to request that you submit to the Speaker of the House of Representatives, as soon as may conveniently be, an estimate for the appropriation of the sum recommended by the President for the purpose stated, the same to be included in the deficiency appropriation bill.

I have the honor to be, sir, your obedient servant,

W. Q. GRESHAM.

The SECRETARY OF THE TREASURY.

House Ex. Doc. No. 132, Fifty-third Congress, third session.

LETTER

FROM

THE SECRETARY OF STATE,

TRANSMITTING,

Pursuant to House resolution dated December 15, the correspondence touching the Bering Sea controversy.

DECEMBER 21, 1894.—Referred to the Committee on Foreign Affairs and ordered to be printed.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES:

The undersigned is directed by the President to respond to the resolution adopted by your honorable body on the 15th instant, requesting the Secretary of State "to communicate to the House of Representatives, if not inconsistent with the interests of the public service, all correspondence, reports, and other documents not heretofore made public touching the payment by the United States of $425,000 to Great Britain for damages growing out of the controversy as to fur seals in Bering Sea or the seizure of British vessels engaged in taking seals in those waters."

The undersigned accordingly has the honor to communicate to the House of Representatives copies of the correspondence exchanged on the subject covered by the resolution, in which will be found a statement of the claims filed by Great Britain for damages sustained by British subjects by reason of the seizure of their sealing vessels in Bering Sea or of being warned to cease operations therein.

The Paris Tribunal of Arbitration held that the United States had no right of protection or property in the fur seals in Bering Sea outside the ordinary 3-mile limit.

Article 8 of the convention of February 29, 1892, whereby the questions which had arisen between the two Governments concerning the jurisdictional rights of the United States in the waters of Bering Sea were submitted to arbitration, recited that the high contracting parties had been unable to agree upon a reference which would include the question of the liability of each for the injuries alleged to have been sustained by the other, or by its citizens, in connection with the claims presented and urged by it, and that, being solicitous that this subordinate question should not interrupt or longer delay the submission and determination of the main questions, they had agreed "that either may submit to the Arbitrators any question of fact involved in said

claims and ask for a finding thereon, the question of the liability of either Government upon the facts found to be the subject of further negotiation."

Under this article the Arbitrators unanimously found that a number of British sealing vessels were seized in Bering Sea or warned therefrom by cruisers of the United States on the days and at the places in the special finding mentioned, leaving for future determination the questions as to the value "of the said vessels or their contents, or either of them, and the question as to whether the vessels mentioned in the schedule to the British case, or any of them, were wholly or in part the actual property of citizens of the United States."

If the plan of settlement recommended by the President in his last annual message is not acceptable to Congress, the remaining controverted questions must be determined either by the organization of a joint commission or by negotiations between the two Governments.

Experience has shown that international commissions are slow and expensive. Should such a course be restorted to the evidence would be found mostly on the Pacific Coast, widely scattered, and counsel would be needed to examine and cross-examine witnesses.

The question of indirect or consequential damages having been withdrawn from the Tribunal of Arbitration, the pending claims are for British vessels actually seized in Bering Sea or warned out of it by cruisers of the United States.

It will appear from the submitted correspondence that the agreement to pay a lump sum of $425,000 in full settlement of all demands authorized to be made under the treaty and award was proposed by this Government. The amount is considerably below the damages claimed by Great Britain, exclusive of interest for a number of years.

If this arrangement does not receive the approval of Congress and the disputed questions are submitted to an international commission, it is believed that the amounts allowed and the expense of the tribunal, including witnesses and the taking of their testimony, will largely exceed $425,000.

In view of all the facts and what may be reasonably expected as the result of a commission, the undersigned submits that a prompt and final settlement of the vexatious controversy by an appropriation of the lump sum agreed upon is advisable.

Respectfully submitted.

W. Q. GRESHAM.

DEPARTMENT OF STATE,
Washington, December 20, 1894.

Sir Julian Pauncefote to Mr. Gresham.

WASHINGTON, *June 7, 1894.*

SIR: Adverting to the verbal communications which have passed between us respecting the best mode of verifying and adjusting the British claims for compensation for the seizure of British sealing vessels in Bering Sea, I have now the honor to transmit herewith, by direction of Her Majesty's principal secretary of state for foreign affairs, a complete list and summary of those claims, together with memoranda of the additions and amendments made since their original presentation. I am at the same time to make the following suggestion, with a view to adjustment of those claims with the least possible labor, expense, and delay:

The whole of the claims, excepting that of the *Henrietta* and that of

the *Black Diamond* (1886), were laid before the Tribunal of Arbitration at Paris, together with the evidence in support of them. The facts on which they rest were found by the Arbitrators as provided by Article VIII of the Treaty of Arbitration and form part of the award. In view of the decision of the Tribunal on the questions of law submitted to them, it only now remains to assess the damages. I am accordingly authorized by the Earl of Kimberley to propose that, for the purpose of such assessment, each Government should appoint a duly qualified commissioner, who should be a lawyer and if possible possess some knowledge of the conditions of the sealing industry.

That the two commissioners should sit together at Victoria, British Columbia, where all the evidence in verification of the claims can be obtained on the spot. That they should make a joint report on all the claims in which they have agreed as to the amount of damages, and separate reports in the cases in which they have failed to agree, fully stating the grounds of such disagreement.

That the assessment of damages by the two commissioners, where they have been able to agree, shall be final.

That in cases where they have been unable to agree the differences shall be settled by the two Governments within a fixed period, failing which such differences shall be referred for final adjustment to an umpire to be appointed by the two Governments jointly, or, in case of disagreement, to be nominated by a foreign Government.

You informed me some time ago that, in the view of your Government, a convention would be necessary for the adjustment of the claims, and the Earl of Kimberley, to whom I did not fail to communicate that opinion, has instructed me to proceed at once with the negotiation of such a convention, on the basis of the arrangement above proposed, should it be favorably entertained by your Government.

I have, etc.,

JULIAN PAUNCEFOTE.

[Inclosure.]

Memoranda of additions and amendments made since original presentation of list of British claims for compensation for the seizure of British sailing vessels in Bering Sea.

ADA.

Claim of the master, Captain Gaudin, for personal loss and damage..... $3,000

This claim was, by a mistake on the part of the agent of the owner of the *Ada*, not included when the other claims in connection with this vessel were entered. Captain Gaudin thought that it had been so included, and it was only on seeing the printed list of the British claims that he discovered that such was not the case. He at once requested that the omission might be rectified and his claim added to the list, and Her Majesty's Government, after causing an inquiry to be made into the circumstances of the case, decided that his application should be granted.

Captain Gaudin's claim has accordingly been added to the schedule of the claims entered with respect to the schooner *Ada*.

HENRIETTA.

[Seized by the U. S. war ship *Yorktown* on September 4, 1892.]

Value of vessel	$4,000
Value of outfit and equipment	3,000
Value of 420 seal skins at $18	7,560
Value of balance of estimated full catch for season in Bering Sea for three boats and three canoes, viz, 561 skins at $18	10,098
Legal and personal expenses in defending action against vessel and cargo at Sitka, and in preparing and forwarding this claim	2,000
Claim of owner, with interest at 7 per cent, to date of payment.....,	26,658

In his note, dated 13th of March last, Mr. Gresham stated that from the date on which the *Henrietta* was handed over to her captain, the United States Government ceased to bear any responsibility or to exercise any control with regard to that vessel, and that therefore they were unable to comply with the request of Her Majesty's Government that she should be sent to a British port for trial; but he added that the claim of her owner for compensation would receive due consideration when presented.

The claim in question has, therefore, been added to the general list of British claims.

BLACK DIAMOND.

[Additional claim submitted by the master, Mr. Henry Paxton, for damages alleged to have been sustained by reason of the above schooner having been ordered out of Bering Sea in 1886 by the United States authorities.]

Estimated catch for August, 1886, 1,000 skins at $7.50 each (the price of skins at Victoria during the fall of 1886) $7,500

This claim was sent in too late for insertion in the general list of British claims. In view of the length of time that had elapsed since the occurrence of the action complained of, Her Majesty's Government deemed it advisable to cause an inquiry to be made as to the reason for the delay in presenting the claim. The reason given was that at the time of the seizure of the vessel, the coowners, who were three in number, were doubtful as to how far an appeal to the United States Government for redress would be entertained. In the following year one of the owners was lost at sea and another left the country, and it was only after the publication of the award that the surviving owner consulted his solicitor and was informed that he had a good and equitable claim for compensation. The claim was then drawn up and presented at once.

Her Majesty's Government also ascertained from the solicitors in question that the fact of the *Black Diamond* being boarded by the revenue officers of the United States and ordered out of Bering Sea in 1886 is entered in the records of the custom-house of Unalaska, and that due protest was made by the master of the vessel on the arrival of the schooner at Victoria.

Under the circumstances Her Majesty's Government considered that the reasons alleged for the delay were reasonable, and gave instructions that the claim should be presented to the United States Government, together with the other similar claims

JUANITA.

It will be noticed that the original claim of the owner of the *Juanita*, which was stated at $14,695, has been amended so as to amount to $17,697.66.

The ground upon which this claim was amended was that the owner made his original statement on the basis of $8 per skin, whereas it was ascertained afterwards that the skins had been sold at San Francisco at an average of $9.67 per skin.

List and summary of the claims for compensation in respect of the seizures of British vessels in Bering Sea by the authorities of the United States.

CAROLENA.

[Seized by U. S. S. *Corwin* August 1, 1886.]

For—	Amount of claim as put forward by owner.
Value of vessel, 32 tons	$4,000.00
Value of outfit (inconsumable)	3,002.89
Insurance	352.50
Wages of crew up to date of seizure	1,832.22
Passage of crew from San Francisco to Victoria	71.72
Passage of mate, Sitka to Victoria, after release from prison	100.00
Personal expenses of owner	250.00
Legal expenses	1,250.00
Estimated seal catch for 1886	16,667.00
	27,526.33
Deduct value consumed during a full voyage	3,213.32
Claim by owner, with interest at 7 per cent to date of payment	24,313.01

List and summary of the claims for compensation, etc.—Continued.

THORNTON.

[Seized by U. S. S. *Corwin* August 1, 1886.]

For—	Amount of claim as put forward by owner.
Value of vessel, 78 tons	$6,000.00
Value of outfit (inconsumable)	2,941.64
Insurance	591.43
Wages paid to date of seizure to crew, etc	1,370.00
Passage money of crew from San Francisco to Victoria	177.16
Passage money of crew and expense of captain and mate after release, Sitka to Victoria	200.00
Personal expenses of owners	1,000.00
Legal expenses	1,250.00
Estimated catch of seals for 1886	16,667.00
	30,197.23
Deduct value consumed on a full voyage	3,379.58
Claim by owners, with interest at 7 per cent to date of payment	26,817.65

ONWARD.

[Seized by U. S. S. *Corwin* August 2, 1886.]

Value of vessel, 94 tons	$4,000.00
Value of outfit (inconsumable)	1,778.69
Insurance	260.00
Wages paid for voyage	1,820.00
Passage, etc., of master and mate	200.00
Personal expenses of owner	250.00
Legal expenses	1,250.00
Estimated catch	16,667.00
	26,225.69
Deduct value consumed during full voyage	2,955.98
Claimed by owner, with interest at 7 per cent to date of payment	23,269.71

FAVOURITE.

[Warned out of Bering Sea by U. S. S. *Corwin* August 2, 1886.]

Estimated loss of catch of 1,000 seals	$7,000.00
Claim by owner, with interest at 7 per cent to date of payment	7,000.00

W. P. SAYWARD.

[Seized by U. S. S. *Richard Rush* July 9, 1887.]

Passage of crew, etc	$255.00
Passage of officers	250.00
Legal expenses of owners	850.00
Probable seal catch, 1887, 3,500 seals, at $5.50	19,250.00
Loss by detention, October 1, 1887, to February 1, 1888	1,200.00
Loss of profit in season 1888 (February 1 to October 1)	6,000.00
Personal expenses of owners	250.00
Claim by owner, with interest at 7 per cent to date of payment	28,055.00
Cost of suit before Supreme Court United States, in reseizure of *W. P. Sayward*	62,847.12
Total	118,957.12

GRACE.

[Seized by U. S. S. *Richard Rush* July 17, 1887.]

Value of vessel, 182 tons	$12,000.00
Nonconsumable outfit	1,742.57
Passage of master and crew	200.00
Personal expenses of owners	250.00
Legal expenses	850.00
Probable catch, 1887, 4,200 seals, at $5.50	23,100.00
Claim of owner, with interest at 7 per cent to date of payment	38,142.57

List and summary of the claims for compensation, etc.—Continued.

ANNA BECK.

[Seized by U. S. S. *Richard Rush* June 28, 1887.]

For—	Amount of claim as put forward by owner.
Value of vessel	$8,000.00
Nonconsumable outfit	977.50
Passage of master and crew	460.54
Personal expenses of owner	250.00
Legal expenses	850.00
Probable seal catch, 1887, 3,150, at $5.50	17,325.00
Claim of owner, with interest at 7 per cent to date of payment	27,863.04

DOLPHIN.

[Seized by U. S. S. *Richard Rush* July 12, 1887.]

Value of vessel, 174 tons	$12,000.00
Value of nonconsumable outfit	2,051.50
Passages of master and crew	300.00
Personal expenses of owner	250.00
Legal expenses	850.00
Probable catch, 1887, 4,500, at $5.50	24,750.00
Claim of owner, with interest at 7 per cent to date of payment	40,201.50

ALFRED ADAMS.

[Seized by U. S. S. *Richard Rush* July 10, 1887.]

Value of outfit seized	$653.00
Personal expenses	200.00
Legal expenses	300.00
Probable catch, 3,500, at $5.50	19,250.00
Claim of owner, with interest at 7 per cent to date of payment	20,433.00

ADA.

[Seized by U. S. S. *Bear* August 25, 1887.]

Value of vessel, 68 tons	$7,000.00
Value of nonconsumable outfit	2,500.00
Passage, etc., of master	100.00
Personal expenses	250.00
Legal expenses	850.00
Probable catch, 1887, 2,876, at $5.50	15,818.00
Claim of owner, with interest at 7 per cent to date of payment	26,518.00

TRIUMPH.

[Ordered not to enter Bering Sea by U. S. S. *Richard Rush* August 4, 1887.]

Illegal boarding and searching of *Triumph*, as set forth in affidavit	$2,000.00
1,000 seal skins	8,000.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	10,250.00

JUANITA.

[Seized by U. S. S. *Richard Rush* July 31, 1889.]

620 seal skins, at $8	$4,960.00
Balance of estimated catch for 1889, at $8	9,424.00
Spears, etc	36.00
New ship's papers	25.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	14,695.00
For amended claim, see colonial office to foreign office, November 23, 1893	17,697.66

List and summary of the claims for compensation, etc.—Continued.

PATHFINDER.

[Seized by U. S. S. *Richard Rush* July 29, 1889.]

For—	Amount of claim as put forward by owner.
854 skins seized, and estimated balance of catch (1,246), at $12.25 a skin	$25,725.00
Guns, etc., seized	765.00
New papers	25.00
Legal expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	26,765.00

TRIUMPH.

[Ordered out of Bering Sea by U. S. S. *Richard Rush* July 11, 1889.]

Balance of estimated catch of 2,500, at $8	$19,424.00
Legal and other expenses	250.00
Claim by owner, with int erest at 7 per cent to date of payment	19,674.00

BLACK DIAMOND.

[Seized by U. S. S. *Richard Rush* July 11, 1889.]

76 skins seized, at $8	$608.00
2,024 skins, balance of estimated catch, at $8	16,192.00
Rifles, spears, etc., seized	110.00
New ship's papers	25.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	17,185.00

LILY.

[Seized by U. S. S. *Richard Rush* August 6, 1889.]

333 skins seized, at $8	$2,664.00
Balance of catch. 1,767, at $8	14,136.00
Spears and salt seized	101.00
New ship's papers	25.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	17,176.00

ARIEL.

[Ordered out of Bering Sea by U. S. S. *Richard Rush* July 30, 1889.]

Balance of estimated catch of 2,000 (1,156), at $8	$9,248.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	9,498.00

KATE.

[Ordered out of Bering Sea by U. S. S. *Richard Rush* August 13, 1889.]

Balance of catch	$10,960.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment.	11,210.00

List and summary of the claims for compensation, etc.—Continued.

MINNIE.

[Seized by U. S. S. *Richard Rush* July 5, 1889.]

For—	Amount of claim as put forward by owner
420 skins seized	$3,360.00
Balance of catch	12,752.00
Guns and spears seized	98.00
Legal and other expenses	250.00
Claim of owner, with interest at 7 per cent to date of payment	16,460.00

PATHFINDER.

[Seized by U. S. S. *Thomas Corwin* March 27, 1890.]

Seizure and detention from March 27, 1890, to March 29, 1890	$2,000.00
Claim of owner, with interest at 7 per cent to date of payment	2,000.00

CLAIMS FOR 1886.

Claimed by—		Amount claimed.
David Moore, master of Onward	Illegal arrest and imprisonment	$4,000
Margotich, mate of Onward	do	2,500
Hans Guttornasen, master of Thornton	do	4,000
Harry Norman, mate of Thornton	do	2,500
Jas. Ogilvie, master of Carolena	do	2,500
Jas. Black, mate of Carolena	do	2,500
Total for 1886		18,000

CLAIMS FOR 1887.

Warren, master of Dolphin	Sufferings and losses navigating four vessels from Unalaska to Sitka.	$2,655
John Riely, mate of Dolphin	do	1,000
George P. Ferey, master of W. P. Sayward	do	2,000
A. B. Laing, mate of W. P. Sayward	do	1,000
Louis Olsen, master of Anna Beck	do	2,000
Michael Keefe, mate of Anna Beck	do	1,000
W. Petit, master of Grace	do	2,000
C. A. Lundberg, mate of Ada	do	2,000
Total for 1887		13,655
Total for 1886 and 1887		31,655
To be added to 1886, personal claims Captain Gaudin, of Ada.		3,000
Amended total 1886 and 1887		34,655

List and summary of the claims for compensation, etc.—Continued.

RECAPITULATION.

Year.	Vessel.	Amount claimed.	Total.
1886	Carolena	$24,313.01	
	Thornton	26,817.65	
	Onward	23,269.71	
	Favourite	7,000.00	
	Personal claims	18,000.00	
			$99,400.37
1887	W. P. Sayward	28,055.00	
	Grace	38,142.57	
	Anna Beck	27,863.04	
	Dolphin	40,201.50	
	Ada	26,518.00	
	Alfred Adams	20,433.00	
	Triumph	10,250.00	
	Personal claims	13,635.00	
			205,098.11
1889	Juanita	14,695.00	
	Pathfinder	26,765.00	
	Triumph	19,674.00	
	Black Diamond	17,185.00	
	Lily	17,176.00	
	Ariel	9,498.00	
	Minnie	16,460.00	
	Kate	11,210.00	
			132,663.00
1890	Pathfinder		2,000.00
	Total claims without interest		439,161.48
	Costs of suit before Supreme Court, United States, in reseizure of W. P. Sayward		62,847.12

TOTAL.

1886.	Vessels	$81,400.37
	Personal claims	18,000.00
1887.	Vessels	191,463.11
	Personal claims	13,635.00
1889.	Vessels	132,663.00
1890.	Vessels	2,000.00
		439,161.48
W. P. Sayward costs		62,847.12
Total		502,008.60
Extra for Juanita		3,002.66
Extra for Black Diamond (1886)		7,500.00
Extra for Ada		3,000.00
Total		515,511.26
Henrietta		26,658.00
Amended total		542,169.26

Mr. Gresham to Sir Julian Pauncefote.

DEPARTMENT OF STATE,
Washington, August 16, 1894.

DEAR SIR JULIAN:

I have your note of the 15th instant in relation to the proposed convention for the settlement of the Bering Sea claims.

Referring to the doubts raised by Her Majesty's Government as to the restrictive effect of the words "British subjects," in the fourth recital of Article I of my counterdraft, you state that you mentioned to Lord Kimberley I had given you the assurance that the Government of the United States "desired to satisfy all claims, the payment of which was justly due by international law;" and you then say that you have received a reply from His Lordship "to the effect that Her Majesty's

Government take note of that assurance and waive their objection to the words in question."

While I am not of opinion that the language of your note is ambiguous, it is perhaps advisable, in order to avoid any possible misunderstanding hereafter, to say that in referring to international law it was not my intention either to enlarge or restrict the language of the proposed convention, but it was my intention to convey the idea that the commissioners would, in construing its terms, be governed by the principles of international law. Such I understand to be your interpretation of my meaning, as expressed in your note; but out of abundant caution, I desire to avoid any possible ground for the inference that anything may have been said by me with the intention of modifying or controlling the convention by assurances given outside of it.

If convenient to you I shall be pleased to meet you at this Department at 11 o'clock a. m. to-morrow, for the purpose of signing the convention.

I remain, etc., etc.,

W. Q. GRESHAM.

Mr. Gresham to Sir Julian Pauncefote.

DEPARTMENT OF STATE,
Washington, August 21, 1894.

EXCELLENCY: Referring to our verbal communications of a recent date, I have now the honor formally to acknowledge the receipt of your note of the 7th of June last, in which you propose in behalf of Her Majesty's Government the establishment of a mixed commission for the purpose of "verifying and adjusting the claims for compensation for the seizure of British sealing vessels in Bering Sea."

While no serious difficulty is anticipated in settling and determining the claims by means of a mixed commission, it is a matter of interest to both Governments that they should, if possible, be disposed of in a simpler and less expensive way. Proceedings by a mixed commission, while always more or less formal and cumbersome, are, like all other processes of litigation, necessarily attended with expense, not infrequently considerable in amount, as well as with delay.

In the present case the award and findings of the Tribunal of Arbitration at Paris have, to a great extent, determined the facts and the principles on which the claims should be adjusted, and in the course of the negotiations for a mixed commission, they have been subjected by both Governments to a thorough examination, both upon the principles and the facts which they involve.

Under these circumstances the President, after full consideration of the whole subject, has reached the conclusion that it may be practicable as well as advantageous to effect a direct settlement of the claims by the payment of a lump sum in full satisfaction of all demands for damages against the United States growing out of the controversy between the two Governments as to the fur seals in Bering Sea; and to this end I am instructed by the President to propose the sum of $425,000.

This proposition, if it should prove to be acceptable to Her Majesty's Government, is to be understood as having been made subject to the action of Congress on the question of appropriating the money. The

President can only undertake to submit the matter to Congress at the beginning of its session in December next, with a recommendation that the money be appropriated and made immediately available for the purpose above expressed, and if at any time before the appropriation is made your Government shall desire, it is understood that the negotiations on which we have for some time been engaged for the establishment of a mixed commission will be renewed.

I have, etc., W. Q. GRESHAM.

Sir Julian Pauncefote to Mr. Gresham.

WASHINGTON, *August 21, 1894.*

SIR: I have the honour to acknowledge the receipt of your note of this date on the subject of our recent negotiations for the adjustment, by means of a mixed commission, of the claims of Great Britain against the United States in respect of the seizure of British sealing vessels by United States cruisers in Bering Sea.

You state that the President, after full consideration, is of opinion that it would be in the interest of both Governments to effect the direct settlement of the claims by the payment of a lump sum, in order to avoid the delay and expense of a mixed commission, and that you have been instructed to propose the sum of $425,000.

You also state that the proposal is made subject to the necessary appropriation by Congress, to which it would be submitted at the beginning of its session in December next, with a recommendation that the money be made immediately available for the purpose above mentioned.

You add that if at any time before the appropriation is made Her Majesty's Government shall desire it the negotiations for the establishment of a mixed commission shall be resumed.

I have the honour to state in reply that Her Majesty's Government concur in the views of the President as to the expediency of effecting a settlement by the method proposed, and that they are indeed so fully sensible of the great advantages presented to both Governments by that course that they are willing to accept the sum offered, coupled with the assurance of prompt payment, although the amount is much below their estimate of the compensation, which might fairly be awarded by a mixed commission.

It should be understood, therefore, that if the negotiations for a mixed commission should be resumed the acceptance of your proposal shall in no way prejudice the claimants in the further prosecution of their demands.

It only remains for me to express my gratification at this amicable solution of the last subject of discussion in the long Bering Sea controversy.

I have, etc., JULIAN PAUNCEFOTE.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 311.

PRINTING OF DECISIONS UNDER THE TARIFF AND NAVIGATION LAWS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A draft of a joint resolution to provide for the printing, binding, and distribution of the decisions under the tariff and navigation laws of the United States.

FEBRUARY 13, 1895.—Referred to the Committee on Printing and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 12, 1895.

SIR: I have the honor to inclose herewith a draft of a joint resolution authorizing the publication of 5,000 copies of the monthly synopsis of decisions of this Department and of the Board of General Appraisers at New York, under the customs and navigation laws, which are needed for the use of this Department and of the customs service throughout the United States, and of other interested persons; 1,600 of said copies to be annually bound into volumes.

The number to which the Department is limited by the provisions of section 89 of the act entitled "An act providing for the public printing and binding and the distribution of public documents," approved January 12, 1895, is entirely inadequate to the needs of the Department.

I have the honor to suggest that speedy action may be taken on the joint resolution.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

JOINT RESOLUTION to provide for the printing, binding, and distribution of the decisions under the tariff and navigation laws of the United States, as prepared by the Secretary of the Treasury.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized to have five thousand copies of the decisions of the Treasury Department and Board of United States General Appraisers printed monthly for distribution to customs officers and others interested; also to have one thousand six hundred of said copies of the monthly decisions bound in annual volumes, to be distributed by the clerk detailed by the Secretary of the Treasury, under section ninety-two of the act approved January twelfth, eighteen hundred and ninety-five.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 312.

REMOVAL OF EASTERN BAND OF CHEROKEE INDIANS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriation submitted by the Secretary of the Interior, for incorporation in the general deficiency bill, for the removal of the members of the Eastern Band of Cherokee who have removed to the Cherokee Nation, Indian Territory.

FEBRUARY 14, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 12, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of appropriation submitted by the Secretary of the Interior, under date of the 9th instant, for incorporation in the general deficiency bill, as follows:

For amount necessary to pay for the removal and subsistence of those members of the Eastern Band of Cherokees who have removed themselves to the Cherokee Nation, Indian Territory, at the rate of fifty-three dollars and thirty-three cents per head, being the amount specified in the eighth article of the Cherokee treaty of December twenty-ninth, eighteen hundred and thirty-five, and the act of Congress approved July twenty-ninth, eighteen hundred and forty-eight, thirty-five thousand dollars, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Interior.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, February 8, 1895.

SIR: I have the honor to submit herewith a petition from the principal chief and several leading members of the Cherokee Nation, praying for an additional appropriation to pay the self-emigrating Cherokees the sum of $53.33 each, for expenses incident to transportation and subsistence for one year after removal, said sum being the amount specified in the eighth article of the Cherokee treaty of December 29,

1835, the act of Congress approved July 29, 1835, and the act approved July 29, 1848.

By the Indian act approved March 3, 1893, the sum of $20,000 was appropriated to pay for the removal and subsistence of those members of the Eastern Band of Cherokees who had removed themselves, as well as those who might then or thereafter desire to remove, to the Cherokee Nation, Indian Territory.

Under this act it is estimated that claims aggregating the sum of $35,000 have been referred to the Treasury Department for settlement, and there are now on file in this office, unsettled, 126 claims, aggregating an estimated sum of $19,200.

In order that means may be provided to pay these claims—claims that are recognized by treaty and law—I submit herewith a copy of the petition of the Cherokee delegation, together with a draft of a proposed amendment to the general deficiency bill, providing for an appropriation in the sum of $35,000, with the recommendation that the same be referred to Congress for appropriate action.

Very respectfully,

D. M. BROWNING, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, February 9, 1895.

Approved and forwarded, through the Secretary of the Treasury, for the favorable consideration of Congress.

HOKE SMITH, *Secretary.*

WASHINGTON, D. C., *January 12, 1895.*

DEAR SIR: Under the miscellaneous appropriations of "An act making appropriations for current and contingent expenses and fulfilling treaty stipulations with Indian tribes for fiscal year ending June 30, 1894," $20,000 was appropriated to pay "members of the Eastern Band of Cherokees who have removed themselves, as well as those who may now or hereafter desire to remove, to the Cherokee Nation."

This appropriation has been exhausted, and yet there are many of the Cherokees who are entitled to the amount appropriated for each emigrant under the act above referred to; and in justice to these Cherokees we respectfully request that you recommend an appropriation by Congress to meet the amount due these people.

Yours, respectfully,

C. J. HARRIS,
Principal Chief.
WALTER A. DUNCAN.
S. W. GRAY.
ROACH YOUNG.
J. F. THOMPSON.

HON. D. M. BROWNING,
United States Commissioner Indian Affairs, Washington, D. C.

Proposed amendment to the bill making appropriations to supply deficiencies for the fiscal year ending June 30, 1895, and prior years.

For amount necessary to pay for the removal and subsistence of those members of the Eastern Band of Cherokees who haveremoved themselves to the Cherokee Nation, Indian Territory, at the rate of fifty-three dollars and thirty-three cents per head, being the amount specified in the eighth article of the Cherokee treaty of December twenty-ninth, eighteen hundred and thirty-five, and the act of Congress approved July twenty-ninth, eighteen hundred and forty-eight, thirty-five thousand dollars, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Interior.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 313.

SURVEY AT PORT ORFORD, OREG.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey at Port Orford, Oreg.

FEBRUARY 15, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 14, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 13, 1895, together with a copy of a report from Capt. Thos. W. Symons, Corps of Engineers, dated January 30, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Port Orford, Oreg.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 13, 1895.

SIR: Section 12 of the river and harbor act of August 17, 1894, provides for a survey at Port Orford, Oreg.—

with a view to improving the same for shipping purposes and as a harbor of refuge, commencing at Graveyard Point and by jetty, sea wall, or other proper construction extending southerly or southeasterly into the ocean three hundred or more feet, if necessary, and suitable for vessels of middle draft; and, secondly, if necessary, by another jetty, sea wall, or other constructive work, extending from the next high point or headland southwesterly four hundred or more feet, so as to accommodate vessels of maximum draft.

The survey thus provided for was assigned to the charge of Capt. Thos. W. Symons, Corps of Engineers, and I now have the honor to submit the accompanying copy of his report of January 30, 1895, with three drawings, of the results.

Captain Symons states that—

> An inspection of the maps shows that Port Orford is wide open to the sea to the southward, the direction from which come the worst storms, and that the constructions, as located [at Graveyard Point and Nellys Point], are nearly head on to the sea and do not provide any inclosed anchorage area. This being the case, it is certain that they do not and can not be considered as providing in the remotest degree a "harbor of refuge." Therefore this view of the proposed improvements must be entirely cast aside, and they must be considered solely in relation to their use for "shipping purposes," as mentioned in the law.

He submits, therefore, estimates for the construction of wharves for commercial shipping purposes as follows, the greater cost providing a larger enrockment: Graveyard Point wharf, $168,366 and $203,366; Nellys Point wharf, $195,888 and $308,388.

This makes the total estimated cost of the two wharves, if built with the smaller enrockment, $364,254, and if built with the larger enrockment, $511,754.

Captain Symons further states that—

> If the Nellys Point wharf be built without the Graveyard Point wharf it will cost, in addition to the above, $62,000 for railroad to quarry, locomotives, cars, quarry outfit, and wharf derrick. This would make the Nellys Point wharf cost, with the small enrockment, $257,888, and with the large enrockment, $370,388.

Attention is invited to the accompanying indorsement of February 5, 1895, by Col. G. H. Mendell, Corps of Engineers, division engineer, Pacific Division, in which he states that—

> It is not plain that the harbor would be improved to any great extent, if at all, by one or both of the piers extended from the promontories Graveyard and Nelly, neither of which is in topography well suited for commercial operations.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY AT PORT ORFORD, OREG.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., January 30, 1895.

GENERAL: I have the honor to submit the following report with estimates of cost of improvement called for by your letter of August 30, 1894, for—

> Port Orford, Oreg., with a view to improving the same for shipping purposes and as a harbor of refuge, commencing at Graveyard Point and by jetty, sea wall, or other proper construction extending southerly or southeasterly into the ocean three hundred or more feet, if necessary, and suitable for vessels of middle draft; and, secondly, if necessary, by another jetty, sea wall, or other constructive work extending from the next high point or headland southwesterly four hundred or more feet, so as to accommodate vessels of maximum draft.

Port Orford is an open roadstead and village on the coast of Oregon, 51½ miles north of the California and Oregon boundary line. A map of the coast in its vicinity is submitted, in order that a correct understanding of its general situation may be attained.

Upon a larger scale is a map of the village and roadstead of Port Orford, upon which are laid down the constructions mentioned in the law as the law is interpreted by me.

The plan of improvement as laid down in the law is the first and all that is known of its inception and preparation to this office.

The construction from Graveyard Point extends 300 feet in a southeasterly direction along the line of shallowest water.

The construction "from the next high point or headland southwesterly 400 or more feet," as shown upon the map, is believed to fulfill the law, and is in accord with the wishes and ideas of the people of Port Orford as gathered there. This point is designated as Nellys Point on the map.

In regard to this construction from Nellys Point, the plan of the work as given in the law is somewhat uncertain, as the word "southwesterly" may refer either to the "next high point" or to the direction of the construction. In the latter case it would be indeterminate which point was meant by the "next high point."

The constructions as laid down on the map are of the length mentioned in the law. They can be changed in direction, over wide angles, without modifying to any great extent their cost or usefulness.

An inspection of the maps shows that Port Orford is wide open to the sea to the southward, the direction from which come the worst storms, and that the constructions as located are nearly head on to the sea and do not provide any inclosed anchorage area. This being the case it is certain that they do not and can not be considered as providing in the remotest degree a "harbor of refuge." Therefore this view of the proposed improvements must be entirely cast aside, and they must be considered solely in relation to their use for "shipping purposes" as mentioned in the law.

These constructions for "shipping purposes" are therefore construed to be piers or wharves, and the estimate herewith is for their construction as wharves for commercial shipping purposes.

As these wharves extend out to sea, and are exposed to the swells and storms, it will be essential to their proper usage to provide head and breast mooring buoys, with heavy anchors, to facilitate vessels hauling away from the wharves in heavy weather, or other emergency.

As, however, they are not provided for in the plan given in the law, they are not estimated for herein.

It is also proper to add that the wharves can be used with regularity only during the summer season and when northerly weather prevails. They can not be used during the prevalence of heavy southerly winter weather. For the same reasons the wharves must be built during the summer months.

The only way that a harbor of refuge can be constructed at Port Orford is by building a breakwater approximately on the lines laid down by the engineers and Boards of Engineers, who have had the matter under consideration.

The breakwater locations as adopted by various engineers and Engineer Boards are shown on the map herewith.

WHARF CONSTRUCTION.

Upon the drawings herewith are given profiles along the line of the Graveyard Point and Nellys Point wharves, as estimated for herein.

The constructions would be founded mainly on rock. Sand commences to show on the bottom 200 feet from Graveyard Point and 100 feet from Nellys Point, but as far as it could be ascertained it is not of great depth.

On account of the great exposure of these wharves it will be necessary to make them very strong, and the method suggested and covered by the estimate herein is to make them of a framework of iron, sur-

mounted by a wooden floor, and with a base and hearting of rubble stone. Both wharves are planned to be 42 feet wide and 15 feet above extreme high water, which is taken to be 11 feet above extreme low water. This height is rendered necessary by the exposure of the wharves to wave action. It may have to be increased.

The wharves are designed to be made of wrought-iron tubular piles, filled with concrete, and all tied together, as shown. The piles are 12 inches inside diameter and the metal three-fourths of an inch thick. They are arranged in bents, three piles to a bent, 19½ feet apart, the middle one vertical and the outside ones on an inclination of 20 on 1. The bents are spaced 15 feet apart, center to center.

In sand foundation the piles are designed to have cast-iron points and to be sunk to a firm foundation by a water jet. Where the bottom is rock the piles will be fastened thereto by heavy iron driftbolts.

The lengths of piles to be securely fastened together with sleeves and bolts. Twenty feet below the tops of the piles are horizontal strut connections to each pile, the longitudinal outside struts to be 9-inch lattice beams, all others to be 9-inch I-beams.

End connections are made with pins and bolts to sleeves encircling and bolted to the piles.

The tops of the piles are to have iron caps fitting over the outside of the pile and fastened with bolts through the pile, having a projecting flange with bolt holes for the girder connections and sockets for the tie-rod connections.

Cross tie-rods 2 inches in diameter, with turn-buckles, are fastened to each pile above and below the strut connections. All turn-buckles are placed above low water.

In each bent a box girder of 2 I-beams 20 inches high, with top and bottom steel plates three-fourths of an inch thick, and 16 inches wide, are fastened with 4 three-fourth-inch bolts to the cap of each pile.

On top of these girders are fastened I-beams 12 inches high, 5 feet apart, made continuous by fish-plates and bolts. On top of this iron framework comes the wooden floor system, consisting of 12 by 12 inch beams and 4-inch planking.

ENROCKMENT.

It is designed to secure the lower portions of the structures against the action of the seas as much as practicable by enrockments of rubble brought up to the greatest height possible compatible with the use of the wharves for shipping purposes.

Such rubble mounds would act to a slight degree as a submerged breakwater, and give a little protection in particular cases to a ship lying at the wharves.

If it is designed that both sides of the wharves shall be available for use for shipping purposes this rubble mound must be so limited that it will not interfere with ships lying at the wharves. In this case the protection given will be mainly to the wharves and very little to the ships.

If, however, only one side of the wharves be reserved for shipping purposes, the enrockment can be brought well up to high water on the other side, and a far greater degree of protection given to ships lying on the other sides of the wharves. The estimates include both sizes of enrockment.

The drawings which accompany this report indicate on the cross sections of the wharves the two enrockments.

GRAVEYARD POINT WHARF.

The location of the Graveyard Point wharf is determined by a rocky ridge in the bottom, commencing 100 feet from the point and extending 100 feet in length. Along this the bottom is from 8 to 14 feet below low-water surface, while on each side of the ridge the water is 26 to 30 feet deep.

The wharf, if built to a length of 300 feet, will have its outer end in 36 feet of water, and there will be over 20 feet of water at low tide along 250 feet of its length. This fulfills the condition specified in the law of being "suitable for vessels of middle draft."

In estimating the cost of the work at Port Orford, it is necessary to remember that it is an extremely remote and isolated spot, and devoid of anything in the way of tools and appliances for carrying on such work. Lumber and stone and some labor can be procured in the vicinity, but all skilled labor and other supplies, tools, and appliances must be brought from some point, either from Portland or San Francisco, with which communication would be by water and expensive, and more or less uncertain.

The nearest stone which is believed to be suitable for the work lies at a distance of about 7½ miles from Port Orford near Cape Blanco. It is a hard sandstone.

To reach it will require the construction of a railroad (narrow gauge) 8 miles in length.

There is a large deposit of fine granite which can be reached from Port Orford by a railroad about 11 miles long. The estimate herein is for the nearer sandstone.

To avoid injury to the iron piles and other ironwork of the wharf great care will have to be exercised in dumping the stone, and a large part of it will have to be lowered to place by a derrick. This will materially increase the cost of the enrockment over what it would be were the rock dumped freely.

ESTIMATED COST OF GRAVEYARD POINT WHARF.

8 miles narrow-gauge railroad, 30-pound rails		$40,000
2 locomotives, at $4,000		8,000
20 stone cars, at $300		6,000
Quarry outfit, engine, derrick, drills, blacksmith tools, quarters, living outfit, etc		5,000
Wharf derrick and engine for handling rock		3,000
230 tons iron piling, at $80		18,400
12 tons sleeves, strut and tie connections, etc., at $100		1,200
4 tons cast-iron caps and pile points, etc., at $60		240
180 tons beams and girders, at $80		14,400
62 tons wrought-iron tie-rods, etc., at $100		6,200
4 tons pins, bolts, etc., at $100		400
Iron construction, 492 tons, at $30		14,760
90,000 feet, B. M., lumber, at $14, in place		1,260
100 cubic yards concrete, at $10		1,000
10,400 cubic yards rock, at $2.50		26,000
Engineering and superintendence, 5 per cent		7,200
	153,060	
Contingencies, 10 per cent	15,306	
Total		168,366

If it be deemed wise to use the larger enrockment this will increase the amount of stone required by 14,000 cubic yards and the cost by $35,000, making the total cost $203,366.

NELLYS POINT WHARF.

At the end of Nellys Point the water is 30 feet deep, and it rapidly increases to 50 feet depth, which it maintains to the end of the proposed construction, 400 feet in length.

A wharf built on almost any line radiating from the end of Nellys Point will have nearly its entire length in water, which at low tide is 45 to 50 feet in depth. This certainly is sufficient "to accommodate vessels of maximum draft," as mentioned in the law. It is also sufficiently deep to make the construction and maintenance of the wharf difficult and expensive.

Nellys Point is very high and abrupt; at the water's edge the bluff in which it terminates is 100 feet high; 460 feet back it is 200 feet high, and at the distance of 1,000 feet it is 300 feet high above the water.

The only way that a wharf built out from this point can be reached for purposes of construction, except by constructing an elevator, is to work down to near the water level at Graveyard Point, and then to round the latter point and go around by the head of the cove between Graveyard and Nellys points.

Owing to the high bluffs and steep and rugged character of the shore line, the construction will be expensive. The estimate herewith given for the Nellys Point wharf presupposes that it is built after the Graveyard Point wharf, and that the railroad, locomotives, cars, and plant for quarrying and handling the stone for the enrockment are on hand.

ESTIMATED COST OF NELLYS POINT WHARF.

Railroad connecting Graveyard and Nellys points	$10,000
440 tons iron piling, at $80	35,200
30 tons sleeves, strut, and tie connections, at $100	3,000
10 tons cast-iron caps, pile points, etc., at $60	600
250 tons beams and girders, at $80	20,000
75 tons wrought-iron tie-rods, etc., at $100	7,500
5 tons pins, bolts, etc., at $100	500
Iron construction, 810 tons, at $30	24,300
120,000 feet, B. M., lumber, at $14	1,680
180 cubic yards concrete, at $10	1,800
26,000 cubic yards rock, at $2.50	65,000
Engineering and superintendence, 5 per cent	8,500
	178,080
Contingencies, 10 per cent	17,808
Total	195,888

If it be deemed wise to use the larger enrockment, this will increase the amount of stone required by 45,000 cubic yards and the cost by $112,500, making the total cost $308,388.

This makes the total estimated cost of the two wharves, if built with the smaller enrockment, $364,254, and if built with the larger enrockment, $511,754.

If the Nellys Point wharf be built without the Graveyard Point wharf, it will cost, in addition to the above, $62,000 for railroad to quarry, locomotives, cars, quarry outfit, and wharf derrick.

This would make the Nellys Point wharf cost, with the small enrockment, $257,888, and with the large enrockment, $370,388.

Port Orford is an open roadstead on the Oregon coast. Here the coast line takes a decided turn to the east, giving an excellent shelter from northerly and northwesterly winds and weather. It is fully open to the south and southwest, the direction from which come the most severe storms.

It is located in Curry County, Oreg. This county had a population in 1890 of 1,500. It is increased probably to from 2,000 to 2,500. There are about 2,000 square miles in the county, the assessed valuation of which last year for purposes of taxation was $772,423. At the last election there were cast 527 votes.

The village of Port Orford is located on the bluff, overlooking the open water to the south, and has a population of perhaps 200 souls. The existing buildings of the village are shown on the map herewith.

There is a daily stage along the coast connecting Port Orford with the world. There is a regular steamer line that touches here, and other steamers come at irregular intervals.

INDUSTRIES OF PORT ORFORD.

The following list shows the commercial industries of the place:

1 daily stage line with post and express office.
2 hotels.
1 general merchandise store.
1 feed stable.
1 drug and commission store.
1 newspaper.
1 carpenter shop.
1 blacksmith and wagon shop.
1 boot and shoe shop.
1 church.
1 school.
1 saloon.
1 small sawmill with a capacity of 10,000 feet, B. M., per day.

In the vicinity of Port Orford there is a large body of fine timber land. This comprises over 100 square miles, covered with fir and cedar, embracing, it is said, the largest body of white, or Port Orford, cedar on the Pacific Coast.

Black-sand mining is carried on along the coast in the vicinity of Port Orford, and there are some quartz and placer mines on Sixes River to the north and east.

One of the principal industries of the country is cattle raising and dairy farming; there is said to be about 120 tons of butter annually produced in the vicinity of Port Orford.

The village of Denmark, 12 miles north of Port Orford, consists of a hotel, a blacksmith shop, and a cooper shop.

The village of Dairyville, 15 miles north, has a general merchandise store, a harness shop, two hotels, one stable, a sawmill, a cooper shop, a blacksmith shop, and three creameries.

To the south of Port Orford, the village of Mussel Creek consists of one hotel, and the village of Euchre Creek has a general merchandise store, a hotel and feed stable, a sawmill, and a wharf and tan-bark depot.

COMMERCIAL STATISTICS.

IMPORTS.

[General merchandise.]

	Tons.
1891	380
1892	360
1893	580
1894	517

EXPORTS (1894).

	Value.
Butter, 82 tons, at $440	$36,080
Wool, 67 tons, at $160	10,720
Merchandise, 70 tons, at $50	3,500
Bacon and lard, 6 tons, at $240	1,440
Eggs, 27 tons	680
Hides, 49 tons, at $40	1,960
Chittim bark, 3 tons, at $100	300
Machinery, 105 tons, at $10	1,050
Cedar lumber, 300 M, at $30	9,000
Total	64,730

During 1894 there were 45 arrivals and departures at Port Orford of steamers. The statistics at my disposal do not show that the port has been visited by any sailing vessels for a number of years.

HISTORICAL.

The construction of a sheltered harbor at Port Orford has been under discussion for many years.

In 1873, Maj. H. M. Robert, Corps of Engineers, made a project for constructing a harbor at Port Orford by building a breakwater 1,500 yards long, at an estimated cost of about $9,000,000. His location is shown on the accompanying tracing.

In 1877, the Board of Engineers for the Pacific Coast (Lieutenant-Colonels Alexander, Williamson, and Stewart, and Major Mendell) made a second plan and location for a breakwater for a harbor at Port Orford. Their location is shown on the tracing. The estimated cost of their project was $10,507,343.

In 1878 Maj. J. M. Wilson, Corps of Engineers, made a third plan and estimate for a harbor at Port Orford. His location is shown on the tracing. His estimate for a breakwater 5,000 feet long was $9,405,000.

In 1880 a fourth plan and estimate was made by a Board of Engineers, consisting of Lieutenant-Colonels Stewart, Williamson, and Mendell, and Major Gillespie. Their plan contemplated a breakwater 1,320 yards long in the location shown. This was estimated to cost $8,954,055.

In 1890 another Board of Engineers, consisting of Colonel Mendell, Major Handbury, and Captain Symons, was appointed to carry out the provision contained in the river and harbor bill of September 19, 1890, which required the Board to—

> reexamine the harbor at Port Orford, in the State of Oregon, with a view of minimizing the project and estimate of the proposed improvement for a harbor of refuge at that point to such proportions as will largely reduce the original estimate of such improvement heretofore made under the direction of the Secretary of War in pursuance of the previous action of Congress.

The Board adopted the location and length of the breakwater proposed by the Board of 1880, but reestimated the cost at $7,821,960. The Board further stated—

> that neither as regards location, direction, or length can the breakwater adopted by the Board of Engineers in 1880 be changed so as to reduce the cost and still have it perform the functions which it was designed to fulfill, namely, of making a harbor of refuge at Port Orford.

The area protected by the designed breakwater, 224 to 316 acres outside of the 3-fathom curve, is the very least which the Board can recommend.

It is thus seen that this matter of constructing a harbor at Port Orford has been twice reported upon by individual officers of the Corps of Engineers and three times by Boards of Engineer Officers, the last time under specific instructions to minimize the project, etc.

The work of making the survey at Port Orford and collecting information bearing upon the plan of the work, etc., was intrusted to Assistant Engineer Jos. G. Kelley, a portion of whose report is herewith.

Very respectfully, your obedient servant,

THOMAS W. SYMONS,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. G. H. Mendell, Corps of Engineers, division engineer, Pacific Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., February 5, 1895.

Respectfully forwarded to the Chief of Engineers.

The argument of this report is that since the proposed construction can not create a harbor of refuge the law must mean that the structure shall improve the harbor for shipping purposes by affording a pier at which vessels may lie to receive or discharge cargo, which can be done only during the prevalence of northerly weather. The map shows a pier landing already existing, which is probably sufficient accommodation for the six or seven hundred tons of exports, the much smaller tonnage of imports, shipped to and from this port in 1894.

It is not plain that the harbor would be improved to any great extent, if at all, by one or both of the piers extended from the promontories Graveyard and Nelly, neither of which is, in topography, well suited for commercial operations.

Perhaps the intention of the law is that shipping facilities are to be improved by giving protection in southerly weather to an anchorage to the existing wharf, and to a few other adjacent wharves likely to be built if the shipping period were made to cover the whole instead of half the year, as at present, or otherwise stated that the structure is to be a breakwater instead of a pier. The pier or breakwater proposed in the law to extend from either of the points, Nelly or Graveyard, assuredly would not make what it would be reasonable to designate as a harbor of refuge, for no sailor would think of seeking a refuge here in a storm; yet a breakwater of the length stated would shelter a small area under its lee, and it is possible to regard it as a part of a larger work to be built in future years, which may cover an area of anchorage of some acres, where vessels could lie with safety during southerly gales. A length of 300 feet extended from Graveyard Point would do something in giving cover to the existing wharf, while a length of 1,500 or 2,000 feet, suitably projected, could be made to shut off the waves as far round as Fort Point or farther, and give safe anchorage in good water of probably 50 and 100 acres respectively.

The port thus created could hardly be called a harbor of refuge for the reason above given; but it would serve to accommodate the com-

merce of a half dozen wharves, more or less, throughout the year, with this qualification, that while vessels under the lee of the work would be safe in all weather it would be dangerous for vessels to attempt to enter during southerly gales.

It appears to me that if the latter interpretation be correct, the report ought to take in the future, and should determine the line of the work so that a future would be possible. Awaiting the construction that is to be put upon the language of the law, recommendation is reserved.

G. H. MENDELL,
Colonel, Corps of Engineers, Division Engineer.

EXTRACT FROM REPORT OF MR. JOS. G. KEILEY, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., December 19, 1894.

CAPTAIN: I have the honor to submit the following report on the survey of Port Orford, Oreg., complying with your letter of instructions dated October 15, 1894.

Soundings were taken on radiating lines from the outer part of three high points, known as Fort Point, Graveyard Point, and Nellys Point, for a distance of 1,100 feet, at spaces of 50 feet; also two lines in the harbor.

The soundings were carefully measured in pleasant weather, and reduced to an average lower low water of each twenty-four hours, agreeing with several high and low-water heights given in the tide tables for this place.

The pivot points for the sounding lines were established by triangulation from a base on the center line of Fifth street of Port Orford, thus connecting with the survey of the town.

Several lines of soundings were made to conform as nearly as possible to the original lines, there being two lines from Graveyard Point, two lines from Nellys Point, one line in the harbor from Battle Rock, and one, an extension of a line from Graveyard Point beyond the 1,100 feet.

These lines of comparison indicate a greater depth of water outward from Graveyard Point and Nellys Point, while close in shore at Fort Point and the different coves the water seems shallower.

The difference in depths of water in the harbor, and outward from Graveyard Point and Nellys Point, from the original survey vary from 1 to 6 feet.

Rocky bottom extends out from Fort Point 200 feet, from Graveyard Point 200 feet, and from Nellys Point 100 feet.

Outside of these distances all soundings show a sand bottom so compacted and of such a nature that it is impossible to sink sounding rods (churning or driving by hand) deeper than 18 inches.

This sand bottom is a splendid holding ground for anchors, it being stated by old residents that vessels never drag an anchor in this part however rough the sea.

The shore line from Fort Point west to the straight line of the ocean is very rugged, the sharp points being steep and in places precipitous, extending to heights of about 50 feet at Fort Point, 200 feet at Graveyard Point, 250 feet at Nellys Point, and over 300 feet at the outer points called "The Heads."

The water line is so steep there is not much beach exposed at low water, extending from nothing at the points to 50 and 100 feet wide in the coves.

Flowing springs of fresh water are found in the coves above the high-water mark.

The shore line is so high, and in many places covered with timber, that it entirely shelters the harbor from the northwest winds, making the same a good roadstead for the summer months.

The prevailing storms in winter come from the southwest and due south, called here a "southeaster."

During several of these storms from both quarters while here I observed that a high sea and heavy swells, forming breakers, occurred during a southwester.

At the beginning of a southeaster a small sea runs in lines parallel to the shore, showing white caps, but little surf or combers.

The crest of the waves in a heavy sea at the outer point of the heads conform to the main line of the coast, and gradually approach the inner shore, which it in time becomes parallel to.

The crest of the waves form a line at Nellys Point south 16° 30′ east, at Graveyard Point south 20° east, and at Fort Point south 46° 40′ east.

North of Port Orford stretches a great plateau to the Coquille River, being from 50 to 100 feet in elevation above sea level, 4 to 5 miles wide, and covered mostly with burnt timber, with patches of green fir and cedar.

North of "The Heads" is Lake Orford, having an area of over 300 acres of fresh water 30 feet in depth.

About 4 miles north is the mouth of Elk River, flowing northwesterly to the ocean; 6½ miles is Cape Blanco light; 7½ miles is the mouth of Sixes River, flowing westerly to the ocean; 12½ miles is the mouth of Floras Creek, flowing southwesterly into Floras Lake and then into the ocean.

All of these streams head in the mountains from 18 to 25 miles distant from the ocean, and are the tributaries to over 100 sections of the finest timber lands of fir and cedar, embracing the largest body of Port Orford cedar on the Pacific Coast.

At the head waters of those streams are found large deposits of coal, chrome, and copper, while on Sixes River and its tributaries are good placer and quartz mines of gold.

The bottom lands are narrow in the hills, widening out through the plateau and along the coast.

Cattle raising and dairy farming being the principal pursuit, there being made at the present time about 200 pounds of butter annually for each cow, and 1,200 cows giving milk. This industry is in a prosperous, growing condition.

South of Port Orford to Rogue River the country is very hilly, having small streams flowing into the ocean, with patches of rich bottom land adjacent and open grazing lands on the hills.

The slopes of the hills are covered with patches of fir and live oak timber, the bark of which is used for tanning purposes. This live oak belt is about 15 miles long and 4 miles wide, two-thirds of the growth being live oak.

One hundred cords of bark has been cut from 1 acre of land; the average being about 25 cords.

The market price of bark this year is $9.50 per cord. Freight, $4.50 per cord, and cost of cutting $1.25 per cord. Several vessel loads have been shipped from Euchre Creek this year.

Building materials of rock, sand, gravel, and lumber, in the immediate vicinity of Port Orford are very scattering.

The formation on the coast is a mixture of sandstone, serpentine, and conglomerate rocks in all conceivable shapes. This rock is a soft, blue gray stone, suitable for some buildings, but too soft for structures exposed to the action of the sea.

The other rock along the coast is hard and soft; in places very shelly and brittle, falling to pieces on working and exposure.

A hard silica sandstone is found in a large body on the north slope of Cape Blanco, south of Sixes River, on land of Patrick Hughes, suitable for building construction, and the cheapest to get at for a medium-sized structure at Port Orford.

Good ledges are nearly uncovered and will require very little stripping to open a quarry on a large scale.

Inland, the rock formation is in large deposits of conglomerate porphyry, schist, and granite, with seams of quartz and coal.

The granite is the only rock suitable for building purposes, and extends from north of Elk River a little east of south for a distance of over 9 miles across the head waters of Brush Creek. Several creeks flow in deep canyons through this formation.

The true granite is over three-quarters of a mile wide, dips at an angle of 45° toward the south, extending to an elevation of over 300 feet above the bed of the creeks, and is in layers of different thickness.

The color is a light gray, the composition being feldspar, quartz, hornblende, and some iron, but very little mica. The stone is very tough and splits well with the grain.

The best place to open a quarry is on the branches of Brush Creek, where fairly large areas of solid rock are exposed. It will require about 11 miles of railroad over easy grades to deliver this rock at Port Orford, which can be built at an expense of about $75,000 for a narrow-guage road. This granite belt is on unsurveyed Government land.

* * * * * * *

No sand or gravel deposits suitable for concrete can be found south of Port Orford.

Large deposits of sand and pea gravel are found along the coast from the mouth of Lake Orford north to Elk River.

The fine gravel is often covered with sand along the lake shores, while south of Elk River for a distance of one-half mile is a large layer of fine gravel about 250 feet wide and over 6 feet deep. Adjacent to this gravel is a large body of coarse sand on the shore of Elk River.

North of Port Orford about 5 miles, and extending nearly to Sixes River, is a belt of about 400 acres of fine saw and pile timber, which is about 1 mile long and two-thirds of a mile wide. This timber is along the line of a railroad going from Port

Orford to the sandstone quarry south of Sixes River. The timber is on land of Patrick Hughes, J. S. Hughes, and estate of A. Crawford & Co.

For any medium-sized structure at Port Orford material should be taken from this section, requiring about 7½ miles of railroad with switches, using about 3 miles of tramway, having line graded and ties laid for the rails.

The usage of the tramway and all rights of way will be granted.

Rock and timber can be had at a low figure. Sand and gravel can be had free of cost. To obtain large quantities of sand or gravel will require an additional switch and side track about 1 mile long.

Small amounts of sand and gravel can be hauled by team to the railroad and then by cars to Port Orford.

Very respectfully, your obedient servant,

JOS. G. KELLEY, *Assistant Engineer.*

Sheet. 1.

PORT ORFORD, OREGON.

SHOWING PLAN OF IMPROVEMENT SPECIFIED IN THE LAW OF AUG. 17. 1894
AND TO ACCOMPANY AND ILLUSTRATE REPORT OF JAN.Y 30.th 1895
of Capt. Thomas W. Symons,
Corps of Engineers.

Scale
ft. 500 0 500 1000 1500 2000 2500 ft.

NOTE
Soundings are expressed in feet and indicate the depth at the mean of the lower low waters.
Contours of equal elevation are given for every 20 ft. difference of level.
Proposed constructions shown in full black lines

REFERENCE
1 fathom curve
2
3
4
5
6
7
8
9
10
11
12

Tramway to Elk River (3 miles)

Lagoon

Pacific Square

Market Square

Stage Road to Gold Beach

Hotel

Battle Rock

Fort Point

Wharf Buoy

Hull Str "Victoria"

Graveyard

Nelly's Cove

Nelly's Point

Klooqueh Rock

Fichenors Rock

Project of Board of Engineers 1877

Project of Maj. H.M. Robert, 1873

Project of Board of Engineers, 1880 and Board of Engineers 1890

Project of Major J.M. Wilson 1878

Project of Board of Engineers, 1877.

1 fathom
2 fathom
3 fathom
4 fathom
5 fathom
6 fathom
7 fathom
8 fathom
9 fathom
10 fathom
11 fathom
12 fathom

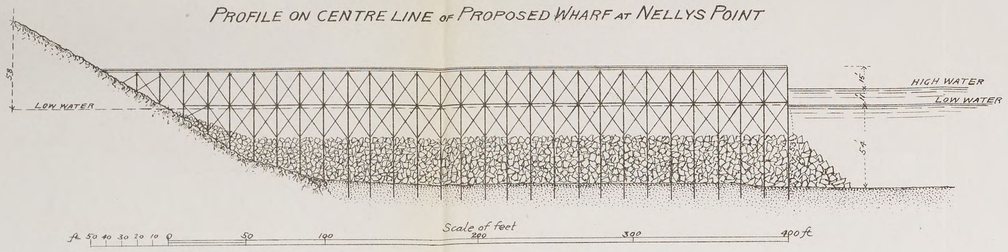
PACIFIC OCEAN

Drawn by A. Downing.

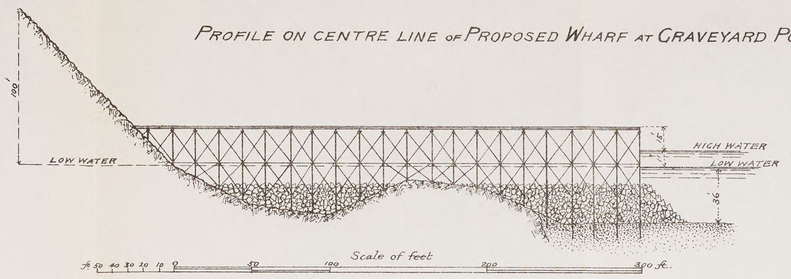
H Ex 313 53 3

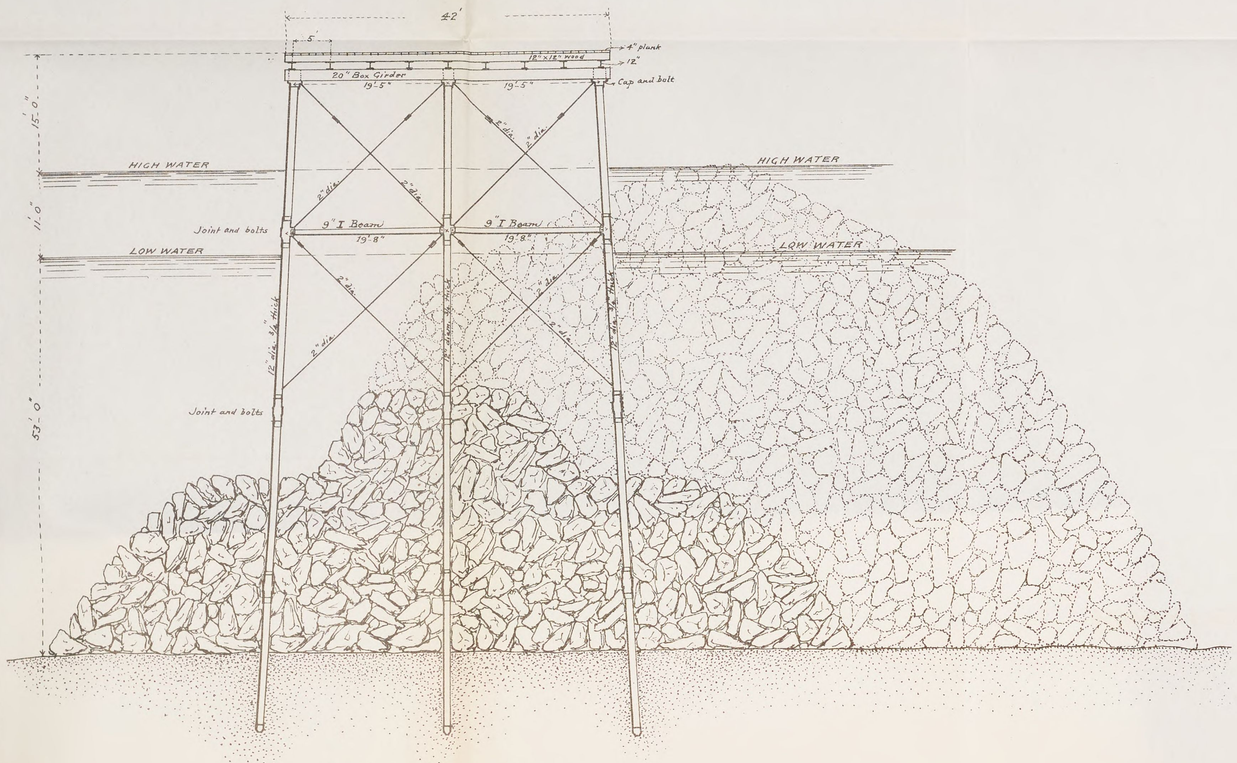
Sheet 2.

PROFILE ON CENTRE LINE OF PROPOSED WHARF AT NELLYS POINT

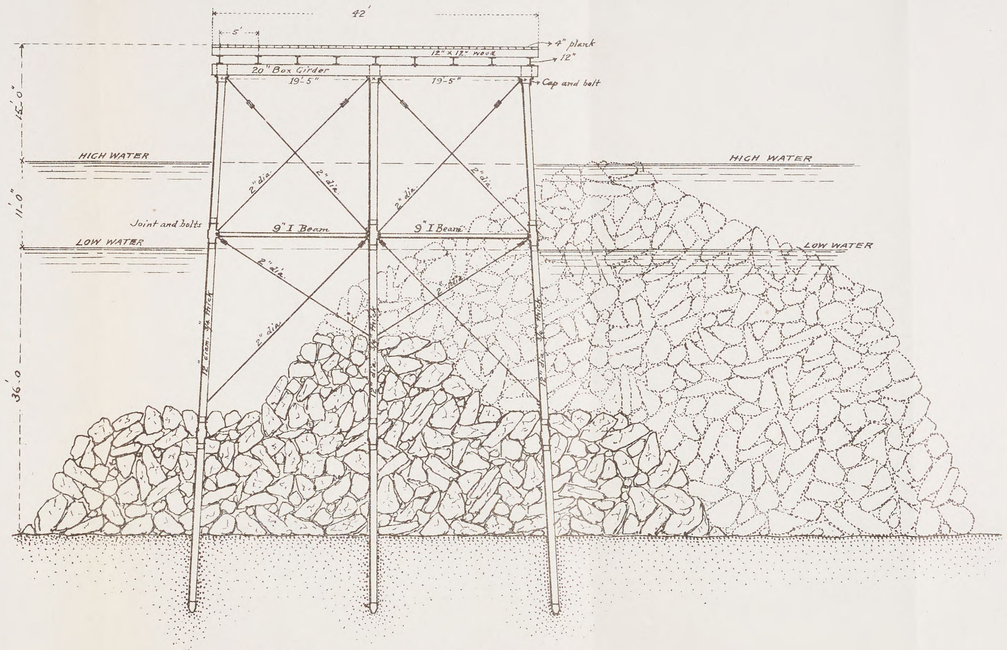


PROFILE ON CENTRE LINE OF PROPOSED WHARF AT GRAVEYARD POINT

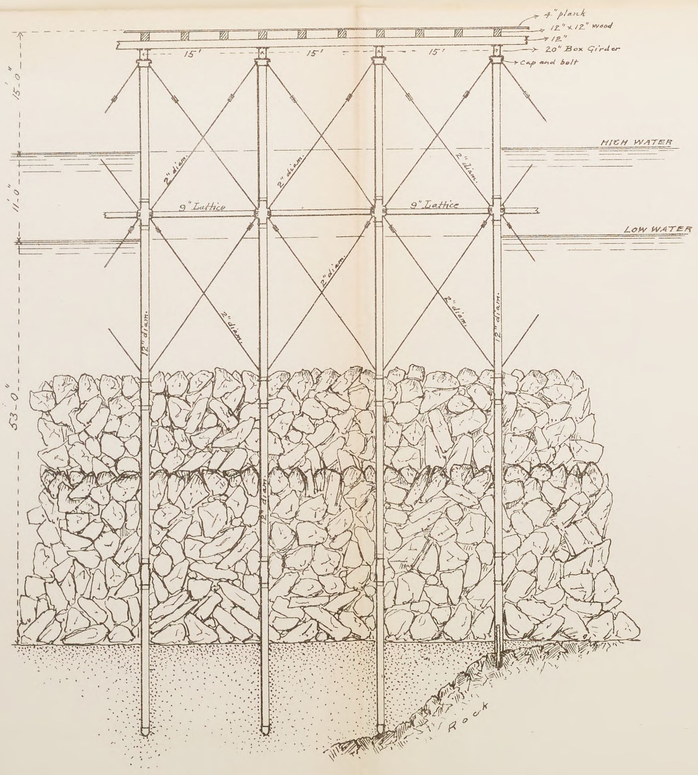




END ELEVATION IN SECTION



END ELEVATION IN SECTION



SIDE ELEVATION IN SECTION

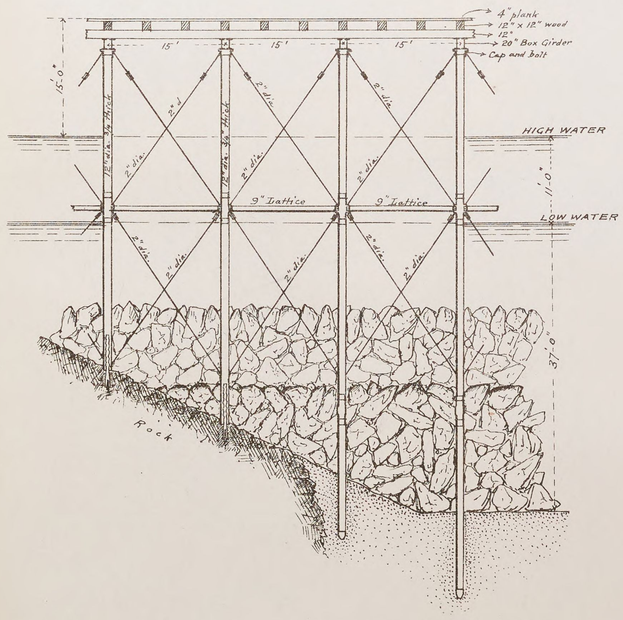
WHARVES
PROPOSED AT
PORT ORFORD,
OREGON.

To comply with provisions in
River and Harbor Bill
of Aug. 17. 1894.

To accompany report of
CAPT. T. W. SYMONS, Corps of Engineers.
JAN'Y. 30th 1895

Scale for Sections.

ft. 10 5 0 10 20 30 40 50 ft.



SIDE ELEVATION IN SECTION

H Ex. 3/3 53 3



Sheet. 3.

Vicinity Map of
PORT ORFORD, OREGON.

To accompany report of CAPT. T. W. SYMONS, Corps of Engrs.
of Jany. 1895.

Scale of Statute Miles.

1 ½ ¼ 0 1 2 mls

Soundings are in fathoms and indicate the depth at the mean of the lowest low waters.

NOTE.
3 fathom curve shown thus: ——·——·——
10 fathom curve shown thus: — — — —

124° 30'

42° 45'

CAPE BLANCO

Pyramid

BLANCO REEF

ST. HELENA REEF

PARAPET REEF

CRESCENT REEF

Table Rock

Seal Rock

Fin or Arch Rock

Heavy Break

Fox Rock

Whistling Buoy

N.W. Rock

Hooquch Rock

Tichengrs Rock

Battle Rock

Redfish Rocks

Rocky Point

Coal Pt.

Sixes River

Elk River

ELK RIVER

Road to Bandon

Road to Eckley

LOGGING TRAMWAY

LAGOON

Gold Run Creek

Richards Cr.

Brush Cr.

Road to Gold Beach

3 fathom curve

10 fathom curve

PORT ORFORD

Drawn by A. Downing

H Ex 313 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 314.

DEFICIENCY APPROPRIATION FOR THE PUBLIC SCHOOLS OF THE DISTRICT OF COLUMBIA.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for public schools, District of Columbia, submitted by the Commissioners of the District.

FEBRUARY 15, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 15, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of deficiency in the appropriation for fuel for the public schools of the District of Columbia for the current fiscal year, $6,000, as submitted by the Commissioners of the District, under date of the 14th instant.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

COMMISSIONERS OF THE DISTRICT OF COLUMBIA,
Washington, February 14, 1895.

SIR: The Commissioners have the honor to submit herewith, with request for its early transmittal to Congress for inclusion in the pending deficiency bill, estimate of an appropriation to meet a deficiency account of fuel for the public schools of the District of Columbia for the service of the fiscal year 1895.

Very respectfully,

JOHN W. ROSS,
President Board of Commissioners,
District of Columbia.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1895, by the District of Columbia.

Detailed objects of expenditure, and explanations.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
Public schools, District of Columbia:		
Fuel, amount required for the current year, being for the service of the fiscal year 1895 (Aug. 7, 1894, vol. 28, p. 254, sec. 1).....	$6,000.00	$30,000.00

JOHN W. ROSS,
GEO. TRUESDELL,
CHAS. F. POWELL,
Commissioners, District of Columbia.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 315.

LAND PATENTED TO THE LAND-GRANT RAILROAD COMPANIES SINCE MAY 26, 1894.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING,

Pursuant to House resolution dated January 5, 1895, information as to the amount of land patented to the land-grant railroad companies since May 26, 1894.

FEBRUARY 16, 1895.—Referred to the Committee on the Public Lands and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, February 14, 1895.

SIR: I have the honor to acknowledge the receipt of the resolution of the House of Representatives of the 5th instant, to wit:

Resolved, That the Secretary of the Interior be, and he hereby is, requested to inform the House of Representatives, by land districts, how much land has been patented to the land-grant railroad companies since May twenty-sixth, eighteen hundred and ninety-four, and what examination was made to determine the non-mineral character of the lands; and whether any of the lands thus patented were before, or have been since, claimed as mineral; and also a list of pending selections awaiting approval.

Resolved, That the Secretary of the Interior be requested to suspend action on all selections of said companies now pending until the expiration of this Congress unless legislation providing for the segregation and classification of the mineral lands within the limits of said grants shall be enacted previous thereto.

The resolution was referred to the Commissioner of the General Land Office for report, and I inclose a copy thereof.

Respectfully,

HOKE SMITH, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., February 13, 1895.

SIR: I have the honor to acknowledge the receipt, by reference from the Department on the 6th instant for report, of a resolution passed by the House of Representatives February 5, 1895, requesting information by land districts as to what lands have been patented to land-grant railroad companies since May 26, 1894, what means were taken to determine their nonmineral character, and whether any lands so patented were before or have since been claimed as mineral, and also a list of pending selections awaiting approval. The resolution also requests that the Department suspend action on all selections by said companies now pending until the expiration of this Congress, unless legislation providing for the segregation and classification of mineral lands within the limits of such grants shall be enacted prior thereto.

In response I inclose herewith a schedule showing the lands in the States referred to in the bill providing for the classification of mineral lands now pending before Congress patented under grants to aid in the construction of railroads since said date, giving the land district and the acreage. Prior to July 9, 1894, there were no specific regulations for determining the nonmineral character of lands listed and selected by land-grant railroads. The lands were first examined in connection with the tract books of this office by the division having charge of the administration of railroad land grants, and such as were found free from adverse claims were listed and referred to the mineral division, which made an examination as to their mineral character, and thereafter the lands shown by the records to be clear were made up into a list and submitted to the Department, with a recommendation that same be approved for patent.

Since July 9, 1894, the same examinations have been made, and in addition thereto the following means have been taken to guard against patenting mineral lands under these grants. If upon examination by the mineral division any mineral claim was discovered, or any indication that there might be mineral in any tract, the same was eliminated, that proper steps by a hearing might be taken to determine its mineral character.

In all cases where no mineral was discovered, but the lands were found to be within a radius of 6 miles of any mineral claim, entry, or location, they also were eliminated, and made up into a separate or supplemental list, a copy of which was transmitted to the local office of the district wherein they were situated, with instructions that they at once cause a notice to be published in designated newspapers believed to have the largest circulation in the neighborhood, containing a statement that the railroad company claiming the lands, designated by townships, had applied for patents, and filed lists thereof in the local land office; that said lists were open to the public for inspection; that a copy of the same, by descriptive subdivisions, had been conspicuously posted in said office for the inspection of persons interested and the public ge nerally, and that the local officers would receive protests or contests within the sixty days next succeeding the publication of the notice for any of the lands claimed to be more valuable for mineral than for agricultural purposes. The local officers were required to note upon the list a reference to any protests, contests, or suggestions as to the mineral character of the lands, together with any information they may have received relative thereto, and after the expiration of the period of

publication to return the list to this office. Upon the receipt of the same all of the lands which had been protested or contested, or claimed to be more valuable for mineral than for agricultural purposes, or concerning which any suggestion had been made as to their mineral character, were eliminated from the list to the end that hearings might be ordered to determine their mineral character; and the balance were submitted to the Secretary of the Interior as a clear list for approval for patent; as were also such tracts as were not found to contain mineral and not found to be within a radius of 6 miles of any mineral entry, claim, or location. It has not come to the knowledge of this office that any of the patented lands, as aforesaid, were, before patent, or have since been claimed as mineral.

I inclose copies of all lists which have been sent to the local land offices for publication in the States referred to in the pending bill aforesaid, under the circular of July 9, 1894 (copy herewith), and which are still pending.

In response to that portion of the resolution which asks for a list of pending selections awaiting approval, assuming that this means all lists pending before this office unadjudicated, I have to advise you that it is utterly impracticable with the force in this office to prepare such copies even for the States of California, Oregon, Arizona, Idaho, and Montana, within the time required, for the following reasons:

When any list of lands filed by a railroad company under its grant is reached for action it is carefully examined with the tract books, plats of survey and pending applications, to determine what tracts are clear and in a condition for patenting. It is safe to say that no list containing more than 1,000 or 2,000 acres of land has been found entirely free from conflict. The clear lands are selected and made into a clear list, and the balance left to await the determination on the conflicts. As these conflicts are cleared away, such of the lands as have been awarded to the companies have been included in clear lists prepared from time to time, so that it may happen that a single list may be so divided in patenting that its lands will be found in several patents. Therefore, to furnish copies of all pending selections, it would be necessary to examine all lists ever filed by land-grant companies, and to select therefrom the tracts not yet patented. This would require an examination of the tract books with every list, and the time required for this purpose, it will be readily understood, would be very considerable. Of course, it would take a much longer time to furnish such copies for all of the States, as there are pending about 30,000,000 of acres, spread over more than 3,000 lists, some of them covering more than a million acres each.

In conclusion, I have to say that no further lists containing lands in the mineral States named above will be submitted to the Department for approval for patent until directions from the Department shall be received.

Very respectfully,

S. W. LAMOREUX,
Commissioner.

The SECRETARY OF THE INTERIOR.

Schedule showing lands by districts patented since May 26, 1894, in the States of Idaho, Montana, Oregon, and California.

IDAHO.

Lewiston district	4,343.58
Coeur d'Alene district	87,070.44
Total for Idaho	91,414.02

MONTANA.

Bozeman district	303,201.55

OREGON.

Roseburg district	227,049.86
Oregon City district	1,055.80
Lakeview district	1,837.86
Total for Oregon	229,943.52

CALIFORNIA.

Los Angeles district	203,574.37
Independence district	8,529.16
San Francisco district	32,516.22
Visalia district	447,677.03
Marysville district	8,335.03
Stockton district	120.00
Redding district	272,498.68
Total for California	973,250.49

No lands have been patented in Arizona since the 26th of May, 1894.

Railroad Selections—Mineral Lands.

INSTRUCTIONS.

Secretary Smith to the Commissioner of the General Land Office, July 9, 1894.

In the matter of the selection by railroad companies of lands in satisfaction of their grants the following rules and regulations will be observed in determining whether the lands selected are mineral or nonmineral lands:

1. Where the lands have been returned by the Surveyor-General as mineral, a hearing may be had to determine the character of the land, under rules 110 and 111 of rules and regulations issued December 10, 1891, controlling the disposal of mining claims.

2. Where the lands selected by the company are within a mineral belt, or proximate to any mining claim, the railroad company will be required to file with the local land officers an affidavit by the land agent of the company, which affidavit shall be attached to said list when returned, setting forth in substance that he has caused the lands mentioned to be carefully examined by the agents and employees of the company, as to their mineral or agricultural character, and that, to the best of his knowledge and belief, none of the lands returned in said list are mineral lands.

Upon receipt of said list you will cause it to be examined, and a clear list to be prepared of all lands embraced therein that are not within a radius of 6 miles from any mineral entry, claim, or location, which list shall be transmitted to the Department for its approval. If any of the lands embraced in said list of selections are found upon examination to be within a radius of 6 miles from any mineral entry, claim, or location, you will cause a supplemental list of such lands to be prepared, and return the same to the register and receiver of the district in which they are situated, and notify the railroad company that they have been so returned. The register and receiver will at once cause notice to be publised in such newspapers as shall be designated by the Commissioner of the General Land Office, containing a statement that the railroad company has applied for a patent for the lands, designating the same by townships, and has filed lists of the same in the local land office; that said lists are open to the public for inspection; that a copy of the same, by

descriptive subdivisions, has been conspicuously posted in said land office for inspection by persons interested, and the public generally; and that the local land officers will receive protests, or contests, within the next sixty days, for any of said tracts or subdivisions of land claimed to be more valuable for mineral than for agricultural purposes.

At the expiration of said sixty days, the register and receiver will return to the Commissioner of the General Land Office said supplemental list, noting thereon any protests, or contests, or suggestions as to the mineral character of any of such lands, together with any information they may have received as to the mineral character of any of the lands mentioned in said list. After the same shall have been returned by the register and receiver, you will first eliminate from said supplemental list all the lands that have been protested, or contested, or claimed to be more valuable for mineral than for agricultural purposes, or concerning which any suggestion has been made as to their mineral character. The remaining lands you will certify to this Department for approval and patenting as agricultural.

In regard to lands protested or contested, or claimed to be mineral, or concerning which any suggestion has been made, or report by the register and receiver as to their mineral character, you will order a hearing to be had by the local land officers in each case, after giving due notice to the persons furnishing such information and to the railroad company, under the existing rules and regulations of the Department concerning hearings in cases where the land has been returned as mineral land.

The railroad company shall pay to the register and receiver the cost of advertising said lands in the manner set forth.

You are further instructed that all lists which have been heretofore prepared in accordance with any rules, regulations, or instructions of the Secretary of the Interior, where such rules have been complied with (such as furnishing affidavits showing the nonmineral character of the lands in accordance with the instructions of the Interior Department), and such mineral affidavits furnished for each subdivision of 40 acres shall be excepted from the terms of the foregoing regulations. Also, where lists of selections are now pending of lands returned by the Surveyor-General as mineral, where hearings have been had in accordance with rules 110 and 111 of rules and regulations of December 10, 1891, above referred to, and the local officers have determined that said lands are nonmineral in character, and such determination has been approved by the General Land Office, such lists shall be submitted to the Department for approval, without further investigation, although they may be within 6 miles of any mineral claim or location, unless since said hearing mineral claims or locations have been made of any tract embraced in said lists, in which event you will eliminate said tract from said list, and hold the same for further investigation.

MONTANA.

Supplemental to list No. 1—Northern Pacific Railroad lands, primary limits, Bozeman district, Montana.

[December 14, 1894.—Copy to register and receiver, with instructions to publish under Departmental circular of July 9, 1894. (19 L. D., 21.)]

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
All	1	1	1	641.67	Selected Jan. 12, 1886. List 8.
All	3	1	1	639.54	Do.
All	5	1	1	636.05	Do.
All	7	1	1	623.90	Do.
All	9	1	1	640	Do.
All	11	1	1	640	Do.
All	13	1	1	640	Do.
All	17	1	1	640	Do.
All	19	1	1	620.24	Do.
All	21	1	1	640	Do.
All	23	1	1	640	Do.
All	25	1	1	640	Do.
N. ½, SE. ¼, NE. ¼ SW. ¼	27	1	1	520	Do.
E. ½ NE. ¼, NW. ¼ NE. ¼, NE. ¼ SE. ¼	29	1	1	160	Do.
S. ½ SE. ¼	31	1	1	80	Do.
All	33	1	1	640	Do.
All	35	1	1	640	Do.
All	1	2	1	648.32	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN.—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
All	3	2	1	649.79	Selected Jan. 12, 1886. List 8.
All	5	2	1	656.31	Do.
All	7	2	1	622.27	Do.
All	9	2	1	640	Do.
All	11	2	1	640	Do.
All	13	2	1	640	Do.
All	15	2	1	640	Do.
All	17	2	1	640	Do.
All	19	2	1	625.18	Do.
All	21	2	1	640	Do.
All	23	2	1	640	Do.
All	25	2	1	640	Do.
All	27	2	1	640	Do.
All	29	2	1	640	Do.
All	31	2	1	623.36	Do.
All	33	2	1	640	Do.
All	35	2	1	640	Do.
All	33	3	1	652.21	Do.
All	35	3	1	654.06	Do.
All	9	3	1	640	Do.
SE. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼	13	3	1	160	Do.
NE. ¼, E. ½ NW ¼, SW. ¼ NW. ¼	21	3	1	280	Do.
E. ½ NW. ¼, SW. ¼ NW. ¼, SW. ¼	23	3	1	280	Do.
E. ½	27	3	1	320	Do.
W. ½	35	3	1	320	Do.
SE. ¼, E. ½ SW. ¼, and lots 3 and 4	7	4	1	312.91	Do.
S. ½ NE. ¼, S. ½ NW. ¼, and S. ½	13	4	1	480	Do.
S. ½	15	4	1	320	Do.
All	17	4	1	640	Do.
NE. ¼, E. ½ NW. ¼, N. ½ SE. ¼, SW. ¼ SE. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	19	4	1	591.36	Do.
All	21	4	1	640	Do.
All	23	4	1	640	Do.
All	25	4	1	640	Do.
All	27	4	1	640	Do.
NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼	29	4	1	280	Do.
N ½ SE. ¼, SW. ¼	29	4	1	240	Selected Jan. 31, 1885. List 2.
E. ½ NW. ¼, N. ½ SE. ¼, SW. ¼ SE. ¼, E ½ SW. ¼, and lots 1, 2, 3, and 4.	31	4	1	436.62	Selected Jan. 12, 1886. List 8.
S. ½ SE. ¼, NW. ¼ SE. ¼	33	4	1	120	Do.
SW. ¼	33	4	1	160	Selected Jan. 31, 1885. List 2.
N. ½ NE. ¼, N. ½ NW. ¼, SW. ¼ NW ¼, S. ½ SE. ¼, NW. ¼ SE. ¼, SW. ¼.	35	4	1	480	Do.
S. ½ NW. ¼, SW. ¼, and lots 1, 2, 3, and 4.	1	5	1	401.02	Selected Jan. 12, 1888. List 8.
S. ½ NE. ¼, S. ½ NW. ¼, SW. ¼, and lots 1, 2, 3, and 4.	3	.....	.....	483.27	Do.
All	5	5	1	646.06	Do.
All	7	5	1	660.27	Do.
All	9	5	1	640	Do.
All	11	5	1	640	Do.
E. ½, SE. ¼ NW. ¼, E. ½ SW. ¼, SW. ¼ SW. ¼.	13	5	1	480	Do.
E. ½ NE. ¼, W. ½ NW. ¼, SW. ¼	15	5	1	320	Do.
W. ½ NE. ¼, E. ½ NW. ¼	15	5	1	160	Selected May 10, 1893. List 79.
All	17	5	1	640	Selected Jan. 12, 1888. List 8.
All	19	5	1	666.56	Do.
All	21	5	1	640	Do.
SE. ¼ NE. ¼, E. ½ SE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, NW. ¼ SW. ¼.	23	5	1	280	Do.
SW. ¼ SW. ¼	23	5	1	40	Selected Nov. 9, 1886. List 12.
N. ½, SE. ¼, N. ½ SW. ¼, SE. ¼ SW ¼	25	5	1	600	Selected Jan. 12, 1886. List 8.
N. ½, N. ½ SE. ¼, SW. ¼ SE. ¼, SW. ¼	27	5	1	600	Do.
All	29	5	1	640	Do.
NE. ¼, E. ½ NW. ¼, N. ½ SE. ¼, NE. ¼ SW. ¼, and lots 1, 2, and 3.	31	5	1	500.85	Do.
W. ½	33	5	1	320	Do.
SE. ¼ NE. ¼, NE. ¼ NW. ¼, E. ½ SE. ¼	35	5	1	160	Do.
All	1	6	1	640.70	Do.
Lots 1, 2, and 3	5	6	1	113.87	Selected Sept. 28, 1886. List 11.
All	11	6	1	640	Selected Jan. 12, 1886. List 8.
N. ½, SE. ¼	13	6	1	480	Do.
All	1	1	2	629.49	Do.
All	3	1	2	663.08	Do.
All	5	1	2	696.73	Do.
All	7	1	2	617.22	Do.
All	9	1	2	640	Do.

Supplemental to list No. 1—Northern Pacific railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Acres.	Remarks.
		S.	*W.*	*Acres.*	
All	11	1	2	640	Selected Jan. 12, 1886. List 8.
All	13	1	2	640	Do.
E. ½, E. ½ NW. ¼, E. ½ SW. ¼	15	1	2	480	Do.
All	17	1	2	640	Do.
All	19	1	2	613.12	Do.
All	21	1	2	640	Do.
All	23	1	2	640	Do.
N. ½, NW. ¼ SE. ¼, N. ½ SW. ¼	25	1	2	440	Do.
All	27	1	2	640	Do.
All	29	1	2	640	Do.
All	31	1	2	612.44	Do.
All	33	1	2	640	Do.
W. ½, SE. ¼	35	1	2	480	Do.
All	3	2	2	649.52	Do.
All	5	2	2	650.05	Do.
All	9	2	2	640	Do.
N. ½ NE. ¼, S. ½ SE. ¼	11	2	2	160	Do.
N. ½ NW. ¼	11	2	2	80	Selected Jan. 31, 1885. List 2.
All	13	2	2	640	Selected Jan. 12, 1886. List 8.
SE. ¼ NW. ¼, SE. ¼, S. ½ SW. ¼, NE. ¼ SW. ¼	15	2	2	320	Do.
S. ½ SE. ¼, NW. ¼ SE. ¼, SW. ¼	17	2	2	280	Do.
S. ½	21	2	2	320	Do.
All	23	2	2	640	Do.
All	25	2	2	640	Do.
All	27	2	2	640	Do.
N. ½ NE. ¼, NE. ¼ NW. ¼, and lot 1	31	2	2	155.50	Do.
All	33	2	2	640	Do.
N. ½	35	2	2	320	Do.
All	1	4	2	642	Selected Sept. 22, 1887. List 48.
E. ½ NE. ¼, SW. ¼ NE. ¼	13	4	2	120	Do.
S. ½ SE. ¼	25	4	2	80	Do.
S. ½ SE. ¼, S. ½ SW. ¼	27	4	2	160	Do.
W. ½	35	4	2	320	Do.
		N.	*W.*		
All	1	1	1	643	Selected Jan. 12, 1886. List 8.
All	3	1	1	636.20	Do.
All	5	1	1	647	Do.
All	7	1	1	627.83	Do.
All	9	1	1	640	Do.
All	11	1	1	640	Do.
All	13	1	1	640	Do.
All	15	1	1	640	Do.
All	17	1	1	640	Do.
All	19	1	1	633.22	Do.
All	21	1	1	640	Do.
All	23	1	1	640	Do.
NW. ¼, SE. ¼ SE. ¼, SW. ¼	25	1	1	360	Do.
All	27	1	1	640	Do.
N. ½	29	1	1	320	Do.
All	31	1	1	638.97	Do.
E. ½, N. ½ NW. ¼, S. ½ SW. ¼, NE. ¼ SW. ¼	33	1	1	520	Do.
W. ½, NW. ¼ NE. ¼, S. ½ SE. ¼, NE. ¼ SE. ¼	35	1	1	480	Do.
All	1	2	1	636.36	Do.
All	3	2	1	633.13	Do.
All	5	2	1	640.66	Do.
All	7	2	1	615.79	Do.
All	9	2	1	640	Do.
All	11	2	1	640	Do.
All	13	2	1	640	Do.
All	15	2	1	640	Do.
All	17	2	1	640	Do.
All	19	2	1	618.82	Do.
N. ½, N. ½ SE. ¼, and SW. ¼	21	2	1	640	Do.
All	23	2	1	560	Do.
All	25	2	1	640	Do.
All	27	2	1	640	Do.
All	29	2	1	640	Do.
All	31	2	1	618.68	Do.
All	33	2	1	640	Do.
All	35	2	1	640	Do.
All	1	3	1	643.80	Do.
All	3	3	1	651.76	Do.
All	5	3	1	643.71	Do.
All	7	3	1	609.67	Do.
All	9	3	1	640	Do.
All	11	3	1	640	Do.
All	13	3	1	640	Do.
All	15	3	1	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All	17	3	1	640	Selected Jan. 12, 1886. List 8.
All	19	3	1	604.44	Do.
All	21	3	1	640	Do.
All	23	3	1	640	Do.
All	25	3	1	640	Do.
All	27	3	1	640	Do.
All	29	3	1	640	Do.
All	31	3	1	601.67	Do.
All	33	3	1	640	Do.
All	35	3	1	640	Do.
All	1	4	1	624.38	Do.
All	3	4	1	613.02	Do.
All	5	4	1	600.71	Do.
All	7	4	1	590.80	Do.
All	9	4	1	640	Do.
All	11	4	1	640	Do.
All	13	4	1	640	Do.
All	15	4	1	640	Do.
N. ½ NE. ¼, W. ½, and lots 1, 2, 3, 4, 5, and 6.	17	4	1	558.03	Do.
All	19	4	9	592	Do.
All	21	4	1	640	Do.
All	23	4	1	640	Do.
All	25	4	1	640	Do.
All	27	4	1	640	Do.
All	29	4	1	640	Do.
All	31	4	1	585.12	Do.
All	33	4	1	640	Do.
All	35	4	1	640	Do.
All	1	2	2	636.95	Do.
All	3	2	2	633.49	Do.
All	5	2	2	638.18	Do.
E. ½, E. ½ NW. ¼, E. ½ SW. ¼, and lots 3 and 4.	7	2	2	556.89	Do.
All	9	2	2	640	Do.
All	11	2	2	640	Do.
All	13	2	2	640	Do.
All	15	2	2	640	Do.
NE. ¼, N. ½ NW. ¼, SE. ¼ NW. ¼, E. ½ SE. ¼, NW. ¼ SE. ¼.	17	2	2	400	Do.
E. ½ NW. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	19	2	2	312.91	Do.
All	21	2	2	640	Do.
All	23	2	2	640	Do.
All	25	2	2	640	Do.
All	27	2	2	640	Do.
E. ½ and E. ½ SW. ¼	29	2	2	400	Do.
SW. ¼ NE. ¼, E. ½ NW. ¼, SE. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	31	2	2	512.18	Do.
All	33	2	2	640	Do.
All	35	2	2	640	Do.
S. ½ NE. ¼, NE. ¼ SE. ¼, and lots 1, 2, and 3.	1	3	2	240	Do.
S. ½ NW. ¼, NW. ¼ SW. ¼, and lots 2, 3, and 4.	3	3	2	248.40	Do.
All	5	3	2	643.98	Do.
All	7	3	2	626.20	Do.
All	9	3	2	640	Do.
NW. ¼, W. ½ SW. ¼, NE. ¼ SW. ¼, SE. ¼ SE. ¼.	17	3	2	320	Do.
NE. ¼	17	3	2	160	Selected May 10, 1893. List 79.
All	19	3	2	629.18	Selected Jan. 12, 1886. List 8.
All	21	3	2	640	Do.
NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, and S. ½	25	3	2	600	Do.
All	27	3	2	640	Do.
NE. ¼, E. ½ NW. ¼, and S. ½	29	3	2	560	Do.
NW. ¼ NE. ¼, E. ½ NW. ¼, E. ½ SE. ¼, SE. ¼ SW. ¼, and lots 1, 2, 3, and 4.	31	3	2	387.70	Do.
All	33	3	2	640	Do.
All	35	3	2	640	Do.
All	1	4	2	573.48	Do.
N. ½	3	4	2	237.45	Do.
All	5	4	2	556.95	Do.
All	7	4	2	634.17	Do.
All	9	4	2	640	Do.
All	11	4	2	640	Do.
All	13	4	2	640	Do.
All	15	4	2	640	Do.
All	17	4	2	640	Do.
NE. ¼, E. ½ NW. ¼, E. ½ SE. ¼, NW. ¼ SE. ¼	19	4	2	360	Do.
N. ½, SW. ¼, W. ½ SE. ¼, and lots 1 and 2	21	4	2	635	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All	23	4	2	640	Selected Jan. 12, 1886. List 8.
All	25	4	2	640	Do.
E. ½, E. ½ NW. ¼, SW. ¼ NW. ¼, SW. ¼, and lot 1.	27	4	2	639. 41	Do.
N. ½, SE. ¼, and E. ½ SW. ¼	29	4	2	560	Do.
W. ½ NE. ¼, SE. ¼ NE. ¼, E. ½ NW. ¼, SE. ¼, E. ½ SW. ¼, and Lots 1, 2, 3, and 4.	31	4	2	583. 61	Do.
All	33	4	2	640	Do.
All	35	4	2	640	Do.
		S.	*E.*		
All	1	1	1	639. 94	Selected June 27, 1885. List 6.
All	3	1	1	637. 04	Do.
E. ½, S. ½ NW. ¼, SW. ¼, and lot 3	5	1	1	598. 62	Do.
W. ½, S. ½ NE. ¼, S. ½ SE. ¼, NW. ¼ SE. ¼	7	1	1	492. 90	Do.
NE. ¼ SE. ¼	7	1	1	40	Selected Jan. 31, 1885. List 2.
All	9	1	1	640	Selected June 27, 1885. List 6.
All	11	1	1	640	Do.
All	13	1	1	640	Do.
All	15	1	1	640	Do.
All	17	1	1	640	Do.
E. ½, E. ½ NW. ¼, SW. ¼, and lot 2	19	1	1	584. 10	Do.
All	21	1	1	640	Do.
All	23	1	1	640	Do.
All	25	1	1	640	Do.
All	27	1	1	640	Do.
All	29	1	1	640	Do.
All	31	1	1	618. 40	Do.
All	33	1	1	640	Do.
All	35	1	1	640	Do.
All	1	2	1	650. 16	Selected Apr. 13, 1891. List 68.
All	3	2	1	655. 40	Do.
All	5	2	1	659. 68	Do.
All	7	2	1	619. 64	Do.
All	9	2	1	640	Do.
All	11	2	1	640	Do.
All	13	2	1	640	Do.
All	15	2	1	640	Do.
All	17	2	1	640	Do.
All	19	2	1	616. 84	Do.
All	21	2	1	640	Do.
All	23	2	1	640	Do.
W. ½	25	2	1	320	Do.
All	27	2	1	640	Do.
All	29	2	1	640	Do.
All	31	2	1	614. 92	Do.
All	33	2	1	640	Do.
All	35	2	1	593. 70	Do.
S. ½ NE. ¼, S. ½ NW. ¼, S. ½, and lots 3 and 4	1	3	1	577. 51	Selected Sept. 28, 1886. List 11.
N. ½, N. ½, SE. ¼, N. ½, SW. ¼	5	3	1	480	Do.
N. ½, NE. ¼, NW. ¼ S. ½ SE. ¼, N. ½ SW and lots 4, 5, 9, and 10.	7	3	1	526. 40	Do.
All	13	3	1	640	Do.
All	17	3	1	640	Do.
W. ½	21	3	1	320	Do.
All	23	3	1	640	Do.
All	25	3	1	640	Do.
All	29	3	1	640	Do.
All	31	3	1	625. 64	Do.
All	5	5	1	645. 56	Selected Sept. 22, 1887. List 48.
All	7	5	1	635. 40	Do.
All	17	5	1	640	Do.
All	19	5	1	634. 92	Do.
All	21	5	1	640	Do.
All	29	5	1	640	Do.
All	31	5	1	638. 24	Do.
All	33	5	1	640	Do.
W. ½	3	6	1	333. 20	Do.
All	5	6	1	653. 44	Do.
All	7	6	1	635	Do.
All	9	6	1	640	Do.
W. ½	15	6	1	320	Do.
All	17	6	1	640	Do.
NE. ¼, E. ½ NW. ¼, N. ½ SE. ¼, NE. ¼ SW. ¼ and lot 1.	19	6	1	398. 65	Do.
W. ½	21	6	1	320	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDLAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
NE. ¼, E. ½ NW. ¼	29	6	1	240	Selected Sept. 22, 1887. List 48.
All	1	1	2	633.90	Selected June 27, 1885. List 6.
All	3	1	2	633.74	Do.
All	5	1	2	637.50	Do.
All	7	1	2	613.48	Do.
N. ½ and SW. ¼	9	1	2	480	Do.
SE. ¼	9	1	2	160	Selected Jan. 31. 1885. List 2.
All	11	1	2	640	Selected June 27, 1885. List 2.
All	13	1	2	640	Do.
E. ½ N. ½ NW. ¼, SW. ¼ NW. ¼, SW. ¼	15	1	2	600	Do.
SE. ¼ NW. ¼	15	1	2	40	Selected Jan. 31, 1885. List 6.
All	17	1	2	640	Selected June 27, 1885. List 6.
All	19	1	2	613.96	Do.
All	21	1	2	640	Do.
All	23	1	2	640	Do.
All	25	1	2	640	Do.
All	27	1	2	640	Do.
All	29	1	2	640	Do.
All	31	1	2	614.04	Do.
All	33	1	2	640	Do.
All	35	1	2	640	Do.
E. ½ NW. ¼, E. ½ SW. ¼	1	2	2	560.60	Selected Apr. 13, 1891. List 68.
All	3	2	2	634.48	Do.
All	5	2	2	630.24	Do.
All	7	2	2	561.16	Do.
All	9	2	2	640	Do.
All	11	2	2	640	Do.
All	13	2	2	640	Do.
All	17	2	2	640	Do.
E. ½ NW. ¼, SE. ¼ SE. ¼, and lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12.	19	2	2	530.58	Do.
All	21	2	2	640	Do.
N. ½, E. ½ SE. ¼, SW. ¼ SE. ¼, NW. ¼ SW. ¼.	23	2	2	480	Do.
NW. ¼ SE. ¼, S ½. SW. ¼, NE. ¼ SW. ¼	23	2	2	160	Selected May 10, 1893. List 79.
All	25	2	2	640	Selected Apr. 13, 1891. List 68.
All	27	2	2	640	Do.
All	29	2	2	640	Do.
E. ½, SE. ¼ NW. ¼, NE. ¼ SW. ¼, and lots 1, 2, 3, and 5.	31	2	2	540.54	Do.
NE. ¼, NE. ¼ NW. ¼, N. ½ SE. ¼, SW. ¼ SE. ¼, SW. ¼.	33	2	2	480	Do.
All	1	3	2	634.16	Do.
All	7	3	2	620.96	Do.
E. ½ and SW. ¼	9	3	2	480	Do.
All	11	3	2	640	Do.
All	13	3	2	640	Do.
All	15	3	2	640	Do.
All	17	3	2	640	Do.
All	19	3	2	620.48	Do.
All	21	3	2	640	Do.
E. ½, NE. ¼ NW. ¼, NE. ¼, NW. ¼ E. ½ SE ¼, W. ½ SW. ¼, SE. ¼ SW. ¼.	23	3	2	480	Do.
SW. ¼ NE. ¼, W. ½ SE. ¼, NE. ¼ SW. ¼	23	3	2	160	Selected May 10, 1893. List 79.
All	25	3	2	640	Selected Apr. 13, 1891. List 68.
All	27	3	2	640	Do.
All	29	3	2	640	Do.
All	31	3	2	627.48	Selected Apr. 13, 1891. List
N. ½ NE. ¼, SW. ¼ NE. ¼, NW. ¼ and S. ½	33	3	2	600	Do.
All	35	3	2	640	Do.
All	1	4	2	642.52	Selected July 27, 1892. List 75.
All	3	4	2	637.28	Do.
All	5	4	2	636	Do.
NE. ¼, E. ½ NW ¼, and lots 1 and 2	7	4	2	317	Do.
All	9	4	2	640	Do.
All	11	4	2	640	Do.
All	13	4	2	640	Do.
All	15	4	2	640	Do.
All	23	4	2	640	Do.
All	25	4	2	640	Do.
SW. ¼, NW. ¼, W½, SE. ¼, SW. ¼, lot 4	1	1	3	319.39	Selected June 27, 1885. List 6.
All	3	1	3	631.44	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	5	1	3	628.96	Selected June 27, 1885. List 6.
All	7	1	3	613.60	Do.
All	9	1	3	640	Do.
All	11	1	3	640	Do.
All	13	1	3	640	Do.
All	15	1	3	640	Do.
All	17	1	3	640	Do.
All	19	1	3	615.60	Do.
All	21	1	3	640	Do.
All	23	1	3	640	Do.
All	25	1	3	640	Do.
All	27	1	3	640	Do.
All	29	1	3	640	Do.
All	31	1	3	616.24	Do.
All	33	1	3	640	Do.
All	35	1	3	640	Do.
All	1	2	3	639.28	Selected Apr. 13, 1891. List 68.
All	3	2	3	637.84	Do.
All	5	2	3	641.04	Do.
All	7	2	3	607.88	Do.
All	9	2	3	640	Do.
All	11	2	3	640	Do.
All	13	2	3	640	Do.
All	15	2	3	640	Do.
All	17	2	3	640	Do.
E. ½ and NW. ¼	19	2	3	467.66	Do.
All	21	2	3	640	Do.
All	23	2	3	640	Do.
All	25	2	3	640	Do.
N. ½, N. ½, SE. ¼, SE. ¼, SE. ¼ N. ½, SW. ¼	27	2	3	520	Do.
All	29	2	3	640	Do.
All	31	2	3	625.96	Do.
All	33	2	3	640	Do.
All	35	2	3	640	Do.
All	1	3	3	639.60	Do.
All	3	3	3	639.16	Do.
All	5	3	3	637.56	Do.
All	7	3	3	632.12	Do.
All	9	3	3	640	Do.
All	11	3	3	640	Do.
All	13	3	3	640	Do.
All	15	3	3	640	Do.
All	17	3	3	640	Do.
All	19	3	3	634	Do.
All	21	3	3	640	Do.
All	23	3	3	640	Do.
All	25	3	3	640	Do.
All	27	3	3	640	Do.
All	29	3	3	640	Do.
All	31	3	3	629.64	Do.
All	33	3	3	640	Do.
All	35	3	3	640	Do.
All	1	4	3	651.24	Do.
All	3	4	3	659.36	Do.
All	5	4	3	652.84	Do.
All	7	4	3	645.64	Do.
All	9	4	3	640	Do.
All	11	4	3	640	Do.
All	13	4	3	640	Do.
All	15	4	3	640	Do.
All	17	4	3	640	Do.
All	19	4	3	640.80	Do.
All	21	4	3	640	Do.
All	23	4	3	640	Do.
All	25	4	3	640	Do.
All	27	4	3	640	Do.
All	29	4	3	640	Do.
All	31	4	3	635.88	Do.
All	33	4	3	640	Do.
All	35	4	3	640	Do.
All	1	1	4	644.68	Selected June 27, 1885. List 6.
All	3	1	4	640.68	Do.
SE. ¼ NE. ¼, W. ½ NW. ¼, SW. ¼ SE. ¼, and SW. ¼.	5	1	4	318.61	Do.
All	7	1	4	617.52	Do.
N. ½, NE. ¼ SE. ¼, W. ½ SW. ¼	9	1	4	440	Do.
All	11	1	4	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	13	1	4	640	Selected June 27, 1885. List 6.
E. ½, E ½ NW. ¼, SW. ¼ NW. ¼	15	1	4	440	Do.
N. ½ NE. ¼, NW. ¼, SW. ¼ SE. ¼, SW. ¼	17	1	4	440	Do.
All	19	1	4	624.48	Do.
SW. ¼ NW. ¼, SW. ¼ SE. ¼, and SW. ¼	21	1	4	240	Do.
All	23	1	4	640	Do.
N. ½, NW. ¼ SE. ¼, and SW. ¼	25	1	4	520	Do.
NE. ¼ NE. ¼, S. ½ NW. ¼, NW. ¼ NW. ¼, SE. ¼ SE. ¼, and SW. ¼.	27	1	4	360	Do.
SE. ¼ NE. ¼	27	1	4	40	Selected Nov. 9, 1886. List 12.
SW. ¼ NE. ¼, N. ½ SE. ¼	27	1	4	120	Selected May 10, 1893. List 79.
All	29	1	4	640	Selected June 27, 1885. List 6.
All	31	1	4	621.92	Do.
All	33	1	4	640	Do.
N. ½ NE. ¼, SE. ¼ NE. ¼, N. ½ NW. ¼, E. ½ SE. ¼.	35	1	4	280	Do.
SW. ¼ NW. ¼, W. ½ SW. ¼, and lot 4	1	2	4	159.06	Do.
W. ½, SW. ¼ SE. ¼	3	2	4	317.07	Do.
All	5	2	4	635.24	Do.
All	7	2	4	621.76	Do.
All	9	2	4	640	Do.
S. ½ NE. ¼, NE. ¼ NE. ¼, N. ½ SE. ¼, SE. ¼ SE. ¼.	11	2	4	240	Do.
NW. ¼ NE. ¼	11	2	4	40	Selected Jan. 31, 1885. List 2.
E. ½	13	2	4	320	Selected June 27, 1885. List 6.
W. ½, S. ½ NE. ¼, NW. ¼ NE. ¼, and SE. ¼	15	2	4	600	Do.
All	17	2	4	640	Do.
All	19	2	4	620	Do.
All	21	2	4	640	Do.
W. ½ NW. ¼, NE. ¼ NW. ¼	23	2	4	120	Do.
E. ½	25	2	4	320	Do.
All	27	2	4	640	Do.
Al	29	2	4	640	Do.
All	31	2	4	616.08	Do.
All	33	2	4	640	Do.
NE. ¼ NW. ¼	35	2	4	40	Do.
NE. ¼, E. ½ NW. ¼, and S. ½	1	3	4	559.82	Do.
All	5	3	4	642	Do.
All	7	3	4	617.04	Do.
W. ½ NW. ¼, SW. ¼	9	3	4	240	Do.
E. ½ NE. ¼, NW. ¼ NE ¼, NE. ¼ NW. ¼, S. ½ SE. ¼, SE. ¼ SW. ¼.	11	3	4	280	Do.
All	13	3	4	640	Do.
W. ½ NW. ¼, SW. ¼	15	3	4	240	Do.
All	17	3	4	640	Do.
All	19	3	4	624.24	Do.
N. ½ and SW. ¼	21	3	4	480	Do.
SE. ¼	21	3	4	160	Selected Jan. 31, 1885. List 2.
N. ½ NE. ¼, S. ½ SE. ¼, SW. ¼	25	3	4	320	Selected June 27, 1885. List 6.
NE. ¼ NE ¼, E. ½ SE. ¼, SW. ¼ SE. ¼, S. ½ SW ¼.	27	3	4	240	Do.
All	29	3	4	640	Do.
All	31	3	4	627.84	Do.
W. ½, N. ½ NE. ¼, SW. ¼ NE. ¼, NW. ¼ SE ¼.	33	3	4	480	Do.
All	35	3	4	640	Do.
All	1	1	5	638.37	Selected July 20, 1885. List 7.
NE. ¼, E. ½ NW. ¼, E. ½ SE. ¼, NW. ¼ SE. ¼, NE. ¼ SW. ¼.	3	1	5	395.19	Do.
All	5	1	5	636.57	Do.
W. ½, W. ½ NE. ¼, SE. ¼	7	1	5	534.24	Do.
E. ½ NE. ¼	7	1	5	80	Selected Dec. 27, 1886. List 45.
E. ½	9	1	5	320	Selected July 20, 1885. List 7.
N. ½, SE. ¼, E. ½ SW. ¼	11	1	5	560	Do.
All	13	1	5	640	Do.
W. ½ NW. ¼, SW. ¼ SE. ¼, SW. ¼	15	1	5	280	Do.
SE. ¼ NE. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼	17	1	5	160	Do.
W. ½ NE. ¼, NW. ¼, W. ½ SW. ¼, NE. ¼ SW. ¼.	19	1	5	331.48	Do.
All	21	1	5	640	Do.
SE. ¼ NW. ¼	23	1	5	40	Selected Jan. 31, 1885. List 2.
NE. ¼ NE. ¼	23	1	5	40	Selected Nov. 9, 1886. List 12.
NE. ¼ NE. ¼	25	1	5	40	Selected Jan. 31, 1885. List 2.
All	27	1	5	640	Selected July 20, 1885. List 7.
All	29	1	5	640	Do.
E. ½ NE. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼	31	1	5	200	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
E. ½ NE. ¼, W. ½ NW. ¼	33	1	5	160	Selected July 20, 1885. List 7.
N. ½ NE. ¼, N. ½ NW. ¼	35	1	5	160	Do.
N. ½ SE. ¼, E. ½ SW. ¼	3	2	5	555.88	Do.
N. ½ NE. ¼, SW. ¼, NE. ¼, NW. ¼, W. ½, SW ¼	5	2	5	358.24	Do.
E. ½ NE. ¼, NE. ¼ NW. ¼, NE. ¼ SE. ¼	7	2	5	160	Do.
NW. ¼ NE. ¼	7	2	5	40	Selected Nov. 9, 1886. List 12.
W. ½ NW ¼	9	2	5	80	Do.
SW. ¼, SW. ¼ SE. ¼	11	2	5	200	Selected July 20, 1885. List 7.
W. ½ SW. ¼	13	2	5	80	Do.
NE. ¼ SE. ¼	13	2	5	40	Selected Jan. 31, 1885. List 2.
N. ½	15	2	5	320	Selected July 20, 1885. List 7.
NE. ¼, E ½ NW. ¼, and SE. ¼	17	2	5	400	Do.
N. ½ SW. ¼	19	2	5	449.61	Do.
SE. ¼	19	2	5	160	Selected Jan. 31, 1885. List 2.
All	21	2	5	640	Selected July 20, 1885. List 7.
NW. ¼	23	2	5	160	Do.
S. ½ SW. ¼	25	2	5	80	Do.
All	27	2	5	640	Do.
NW. ¼	29	2	5	160	Do.
E. ½ and SW. ¼	29	2	5	480	Selected Jan. 31, 1885. List 27.
All	31	2	5	620.12	Selected July 20, 1885. List 7.
NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, E. ½, SE. ¼, S. ½ SW. ¼, NW. ¼ SW. ¼.	33	2	5	480	Do.
All	35	2	5	640	Do
NW. ¼ and SE. ¼	1	3	5	320	Do
All	3	3	5	640.32	Do.
All	5	3	5	641.84	Do.
NE. ¼, E. ½ NW ¼, and lots 1 and 4	7	3	5	312.48	Do.
SE. ¼ NE. ¼, S. ½ NW. ¼, NW. ¼ NW. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼, and SW. ¼.	9	3	5	440	Do.
NE. ¼ NE. ¼	9	3	5	40	Selected Jan. 31, 1885. List 2.
S. ½ SE. ¼, W. ½ SW. ¼	11	3	5	160	Selected July 20, 1885. List 7.
SE. ¼	15	3	5	160	Do.
W. ½	15	3	5	320	Selected Jan. 31, 1885. List 2.
NW. ¼	17	3	5	160	Selected Nov. 9, 1886. List 2.
E. ½ and SW. ¼	17	3	5	480	Selected July 20, 1885. List 7.
All	19	3	5	625.28	Do.
N. ½ NE. ¼, SE. ¼ NE. ¼, SW. ¼ NW. ¼, SW. ¼ SE. ¼, W. ½ SW. ¼, SE. ¼ SW. ¼.	21	3	5	320	Do.
NW. ¼ NW. ¼	27	3	5	40	Do.
NE. ¼, E. ½, NW. ¼, and S. ½	29	3	5	560	Do.
All	31	3	5	628.16	Do.
SW. ¼ SW. ¼	5	1	6	40	Do
N. ½ SW. ¼, SE. ¼ SW. ½	5	1	6	120	Selected Sept. 13, 1890. List 63.
N. ½, E. ½ SE. ¼, SW. ¼, SE. ¼, S. ½ SW. ¼	7	1	6	500.46	Selected July 20, 1885. List 7.
E. ½	17	1	6	320	Selected Sept. 13, 1890. List 63.
SE. ¼ NW. ¼, SW. ¼ SW. ¼	17	1	6	80	Selected July 20, 1885. List 7.
All	19	1	6	616.68	Do.
SW. ¼ SW. ¼	21	1	6	40	Do.
N. ½ SW. ¼, SE. ¼, SW. ¼	21	1	6	120	Selected Sept. 13, 1890. List 63.
SE. ¼	23	1	6	160	Do.
All	25	1	6	640	Do.
N. ½ NE. ¼, N. ½ NW. ¼	29	1	6	160	Selected Jan. 31, 1885. List 2.
S. ½ NE. ¼, S. ½ NW. ¼, and S. ½	29	1	6	480	Selected July 20, 1885. List 7.
Lot 2	31	1	6	34.40	Do.
All	33	1	6	640	Do.
All	35	1	6	640	Selected Sept. 13, 1890. List 63.
All	1	2	6	640	Selected July 20, 1885. List 7.
All	3	2	6	640.18	Do.
NE. ¼, E. ½ NW. ¼, SE. ¼, lot 4	5	2	6	439.14	Do.
E. ½ SW. ¼	5	2	6	80	Selected Jan. 31, 1885. List 2.
SE. ¼ SE. ¼	7	2	6	40	Selected July 20, 1885. List 7.
N. ½	9	2	6	320	Do.
All	11	2	6	640	Do.
All	13	2	6	640	Do.
All	17	2	6	640	Do.
E. ½ NE. ¼, E. ½ SE. ¼	19	2	6	160	Do.
All	25	2	6	640	Do.
All	29	2	6	640	Do.
N. ½, SE. ¼, S. ½ SW. ¼	5	3	6	560.08	Do.
All	7	3	6	622.48	Do.
All	17	3	6	640	Do.
All	19	3	6	525.51	Do.
All	21	3	6	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	23	3	6	640	Selected July 8, 1891. List 71.
All	25	3	6	640	Do.
SE. ¼	1	7	6	160	Selected July 20,1885. List 7.
All	11	7	6	640	Do.
All	13	7	6	640	Do.
All	15	7	6	640	Do.
All	23	7	6	640	Do.
All	25	7	6	640	Do.
All	27	7	6	640	Do.
SE. ¼	33	7	6	160	Do.
All	35	7	6	640	Do.
SE. ¼	5	1	7	160	Selected Sept. 13, 1890. List 63.
W. ½	9	1	7	320	Do.
All	17	1	7	640	Do.
All	19	1	7	603.04	Do.
W. ½	21	1	7	320	Do.
SW. ¼	27	1	7	160	Do.
All	29	1	7	640	Do.
All	31	1	7	609.16	Do.
All	33	1	7	640	Do.
SW. ¼	35	1	7	160	Do.
All	1	2	7	638	Selected July 20,1885. List 7.
All	3	2	7	633	Do.
SW. ¼	7	2	7	155.24	Do.
SE. ¼	9	2	7	160	Do.
All	11	2	7	640	Do.
All	13	2	7	640	Do.
All	15	2	7	640	Do.
All	17	2	7	640	Do.
All	19	2	7	634	Do.
All	21	2	7	640	Do.
All	23	2	7	640	Do.
All	25	2	7	640	Do.
All	27	2	7	640	Do.
NE. ¼	29	2	7	160	Do.
W. ½ and SE. ¼	29	2	7	480	Selected July 8, 1891. List 70.
All	31	2	7	631.78	Selected July 8, 1891. List 71.
S. ½	33	2	7	320	Do.
N. ½	33	2	7	320	Selected July 8, 1891. List 70.
All	35	2	7	640	Selected July 20, 1885. List 7.
All	1	3	7	640.20	Selected Sept. 13, 1890. List 63.
NW. ¼	3	3	7	162.24	Selected July 8, 1891. List 70.
All	5	3	7	644	Selected July 8, 1891. List 71.
All	7	3	7	629.04	Do.
All	9	3	7	640	Do.
NE. ¼	13	3	7	160	Selected Sept. 13, 1890. List 63.
SW. ¼	15	3	7	160	Selected July 8, 1891. List 71.
All	17	3	7	640	Do.
All	19	3	7	627.08	Do.
All	21	3	7	640	Do.
W. ½	27	3	7	320	Do.
All	29	3	7	640	Do.
N. ½	31	3	7	313.56	Do.
N. ½	33	3	7	320	Do.
All	1	5	7	639.80	Selected July 20, 1885. List 7.
All	11	5	7	640	Do.
All	13	5	7	640	Do.
SE. ¼	15	5	7	160	Do.
All	23	5	7	640	Do.
All	25	5	7	640	Do.
All	27	5	7	640	Do.
All	35	5	7	640	Do.
All	1	6	7	637.82	Do.
All	3	6	7	644.42	Do.
SE. ¼	7	6	7	160	Do.
All	9	6	7	640	Do.
All	11	6	7	640	Do.
N. ½ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, and lots 1, 2, 3, 4, 5.	13	6	7	359.33	Do.
All	15	6	7	640	Do.
All	17	6	7	640	Do.
All	19	6	7	614.08	Do.
All	21	6	7	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
NW. ¼, N. ½ SW. ¼, and lots 4 and 5	23	6	7	293	Selected July 20, 1885. List 7.
W. ½ NE. ¼, and lots 1, 2, 3	23	6	7	169.03	Selected Jan. 31, 1885. List 2.
All	27	6	7	596.67	Selected July 20, 1885. List 7
All	29	6	7	640	Do.
All	31	6	7	614.35	Do.
All	33	6	7	640	Do.
All	5	7	7	642	Do.
All	7	7	7	621.60	Do.
W. ½ NW¼, NW. ¼ SW. ¼, and lots 1, 2, 3, and 4.	9	7	7	217.27	Do.
W. ½ NW. NE., and lots 1, 2, 3, and 4	17	7	7	437.86	Do.
W. ½, W. ½ NE., NE. NE., W. ½ SE., and lots 5, 6, and 7.	19	7	7	568.97	Do.
Lots 1, 2, 3 and 4	29	7	7	43.14	Do.
E. ½ NW. ¼, and lots 1 and 2	31	7	7	150.60	Do.
SW. SE. ¼, S. ½ SW. ¼, and lots 2 and 3	3	8	7	213.32	Do.
Lot 1	11	8	7	59.11	Do.
All	13	8	7	602.74	Do.
All	1	9	7	610.20	Selected Sept. 28, 1886. List 11.
All	11	9	7	640	Do.
NE. ¼	1	2	8	160	Do.
SW. ¼	7	2	8	149.24	Do.
All	13	2	8	640	Do.
All	15	2	8	640	Do.
All	17	2	8	640	Do.
All	19	2	8	620.48	Do.
All	21	2	8	640	Do.
All	23	2	8	640	Do.
All	25	2	8	640	Do.
All	27	2	8	640	Do.
All	29	2	8	640	Do.
All	31	2	8	622.08	Do.
All	33	2	8	640	Do.
All	35	2	8	640	Do.
All	7	3	8	603.36	Selected Sept. 13, 1890. List 63.
W. ½ and SE. ¼	17	3	8	480	Do.
All	19	3	8	602.40	Do.
S. ½	21	3	8	320	Do.
All	29	3	8	640	Do.
SE. ¼	31	3	8	160	Do.
N. ½ and SW¼	33	3	8	480	Do.
SE. ¼	33	3	8	160	Selected Sept. 28, 1886. List 11.
All	35	3	8	640	Do.
All	1	4	8	635.20	Do.
All	3	4	8	635.74	Do.
All	11	4	8	640	Do.
All	13	4	8	640	Do.
All	15	4	8	640	Do.
SE. ¼	21	4	8	160	Do.
N. ½, W. ½ SE. ¼, NE. ¼ SE. ¼, SW. ¼	23	4	8	600	Do.
N. ½ NE. ¼ SE. ¼ NE. ¼, NE. ¼ NW. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼, SE. ¼ SW. ¼.	25	4	8	320	Do.
W. ½ SW. ¼	25	4	8	80	Selected Jan. 31, 1885. List 2.
All	27	4	8	640	Selected Sept. 28, 1886. List 11.
All	33	4	8	640	Do.
All	35	4	8	640	Do.
All	1	5	8	640.20	Selected July 20, 1885. List 7.
All	3	5	8	642.37	Do.
All	5	5	8	640.68	Do.
All	7	5	8	636.76	Do.
All	9	5	8	640	Do.
N. ½, N. ½ SE. ¼, SW. ¼ SE. ¼, SW. ¼, and lot 1	11	5	8	621.77	Do.
All	15	5	8	640	Do.
All	17	5	8	640	Do.
All	19	5	8	638.68	Do.
All	21	5	8	640	Do.
NW. ¼ NW. ¼, and lots 1, 2, and 3	23	5	8	94.30	Do.
W. ½ NW. ¼, and lots 1, 2, and 3	27	5	8	173.52	Selected Jan. 31, 1885. List 2.
All	29	5	8	640	Selected July 20, 1885. List 7.
All	31	5	8	638.46	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼, NW. ¼, W. ½ SE. ¼, and lots 1, 2, and 3.	33	5	8	407.53	Do.
SW. ¼	33	5	8	160	Selected Jan. 31, 1885. List 2.
All	1	6	8	650	Selected July 30, 1888. List 51.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Part of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
S. ½ NE. ¼, SE. ¼, SE. ¼ SW. ¼, and lots 2, 3, 4, 5, 6, and 7.	3	6	8	539.08	Selected July 30, 1888. List 51.
All	5	6	8	634.76	Selected July 20, 1885. List 7.
N. ½	7	6	8	305.12	Do.
NE. ¼, E. ½ SE. ¼, S. ½ SW. ¼	9	6	8	320	Selected July 30, 1888. List 51.
Lots 1, 2, 3, 4, 5, 6, 7, and 8	9	6	8	204.81	Do.
N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, N. ½ SW. ¼	11	6	8	520	Do.
N. ½ and SW. ¼	15	6	8	480	Do.
All	17	6	8	630.95	Do.
All	19	6	8	621.36	Do.
E. ½ NE. ¼, W. ½ NW. ¼, and S. ½	21	6	8	480	Do.
W. ½ NE. ¼, E. ½ NW. ¼	21	6	8	160	Selected May 2, 1889. List 57.
All	29	6	8	640	Selected July 30, 1888. List 51.
All	31	6	8	617.25	Do.
Lots 1 and 2	19	8	8	46.48	Selected July 20, 1885. List 7.
W. ½, W. ½ NE., SE. ¼ and lots 2 and 5	31	8	8	617.90	Do.
Lots 3, 6, and 7	5	9	8	99.86	Do.
N. ½	7	9	8	314.85	Do.
All	1	1	9	641.16	Selected Sept. 28, 1886. List 11.
All	3	1	9	640.98	Do.
All	5	1	9	642.62	Do.
All	7	1	9	612.48	Do.
All	9	1	9	640	Do.
All	11	1	9	640	Do.
All	13	1	9	640	Do.
All	15	1	9	640	Do.
All	17	1	9	640	Do.
All	19	1	9	616	Do.
All	21	1	9	640	Do.
All	23	1	9	640	Do.
All	25	1	9	640	Do.
All	27	1	9	640	Do.
All	29	1	9	640	Do.
All	31	1	9	614.88	Do.
All	33	1	9	640	Do.
All	35	1	9	640	Do.
All	1	2	9	639.42	Selected July 20, 1885. List 7.
All	3	2	9	640.38	Do.
All	5	2	9	640.88	Do.
All	7	2	9	619.64	Do.
All	9	2	9	640	Do.
All	11	2	9	640	Do.
N. ½, NW. ¼ SE. ¼, SW. ¼, and lots 1, 2	13	2	9	576.58	Do.
All	15	2	9	640	Do.
All	17	2	9	640	Do.
All	19	2	9	619.26	Do.
All	21	2	9	640	Do.
All	23	2	9	640	Do.
Lots 1 and 2	25	2	9	14.11	Do.
All	27	2	9	640	Do.
All	29	2	9	640	Do.
All	31	2	9	621.12	Do.
All	33	2	9	640	Do.
All	1	3	9	564.84	Selected Aug. 18, 1890. List 59.
NE. ¼	3	3	9	160	Selected July 20, 1885. List 7.
Lot 5	11	3	9	3.34	Selected Aug. 18, 1890. List 59.
All	13	3	9	640	Do.
SE. ¼	15	3	9	160	Selected July 20, 1885. List 7.
SE. ¼	21	3	9	160	Do.
Lots 1, 2, and 3	23	3	9	71.62	Do.
NE. ¼, E. ½ SE. ¼, and lots 4, 5, 6, and 7	23	3	9	408.04	Selected Aug. 18, 1890. List 59.
NE. ¼, E. ½ NW. ¼, and S. ½	25	3	9	560	Do.
All	27	3	9	640	Selected July 20, 1885. List 7.
All	29	3	9	640	Do.
All	31	3	9	629.66	Do.
All	33	3	9	640	Do.
W. ½ NW. ¼ W. ½ SW. ¼, and lots 1, 2, 3, and 4	35	3	9	266.65	Do.
E. ½ NE. ¼ and lots 5 and 6	35	3	9	142.96	Selected Aug. 18, 1890. List 59.
W. ½ NE. ¼ and S. ½	1	4	9	397.81	Do.
All	3	4	9	634.35	Selected July 20, 1885. List 7.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Part of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	5	4	9	636.63	Selected July 20, 1885. List 7.
All	7	4	9	637	Do.
All	9	4	9	640	Do.
NW. ¼ NW. ¼ and lots 1, 2, and 3	11	4	9	104.04	Do.
NE. NE. ¼, S. ½ SE. ¼, SE. SW. ¼, and lots 4, 5, 6, and 7.	11	4	9	310.66	Selected Aug. 18, 1890. List 59.
All	13	4	9	640	Do.
N. ½ NW. ¼ and lots 1, 2, 3, and 4	15	4	9	197.02	Selected July 20, 1885. List 7.
All	17	4	9	640	Do.
All	19	4	9	639.04	Do.
W. ½, SW. ¼ NE. ¼, SW. ¼ SE. ¼, and lots 3 and 4.	21	4	9	487.06	Do.
E. ½ NE. ¼, NW. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, SW. ¼ SE. ¼, W. ½ SW. ¼, SE. ¼ SW. ¼.	23	4	9	400	Selected Aug. 18, 1890. List 59.
All	25	4	9	640	Do.
E. ½, SE. ¼, NW. ¼, SW. ¼, and lots 2 and 3	27	4	9	605.96	Do.
Lot 1	27	4	9	18.49	Selected July 20, 1885. List 7.
All	29	4	9	640	Do.
All	31	4	9	635.52	Do.
NW. ¼ NE. ¼, N. ½ NW. ¼, SE. ¼, NW. ¼, and lots 1, 2, 3, 4, 5, and 6.	33	4	9	287.50	Do.
Lots 10, 11, and 12	33	4	9	135.48	Selected Aug. 18, 1890. List 59.
All	35	4	9	640	Do.
All	3	5	9	635.60	Do.
Lot 8	5	5	9	5.48	Do.
SW. ¼ NE. ¼, S. ½ NW. ¼, W. ½ SE. ¼, SW. 4, and lots 1, 2, 3, 4, 5, 6, and 7.	5	5	9	605.34	Selected July 20, 1885. List 7.
NW. ¼ NE. ¼, NE. ¼ NW. ¼, and lots 1, 2, 3, 4, 5, and 6.	7	5	9	271.73	Do.
S. ½ SE. ¼, SE. ¼ SW. ¼, and lots 7, 8, 9, 10, 11, and 12.	7	5	9	319.82	Selected Aug. 18, 1890. List 59.
W. ½	9	5	9	320	Do.
E. ½ NE. ¼, SW. ¼ NE. ¼, SE. ¼ NW ¼, and S. ½.	15	5	9	480	Do.
All	17	5	9	640	Do.
All	19	5	9	637.72	Do.
All	21	5	9	640	Do.
W. ½	23	5	9	320	Do.
All	27	5	9	640	Do.
All	29	5	9	640	Do.
All	31	5	9	638.44	Do.
E. ½, NW. ¼, E. ½ SW. ¼	33	5	9	560	Do.
W. ½ NE. ¼, E. ½ NW. ¼, W. ½ SE. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	19	2	10	496.76	Selected Sept. 20, 1890. List 66.
W. ½, W. ½, NE. ¼, W. ½ SE. ¼	7	3	10	467.68	Selected Aug. 18, 1890. List 59.
W. ½ NE. ¼, NE. ¼ NW. ¼, W. ½ SE. ¼, SE. ¼, SW. ¼, and lots 1 and 4.	19	3	10	314.84	Do.
SW. ¼, SE. ¼, SE. ¼, SW. ¼, and lots 1, 2, 3, and 4.	31	3	10	228.08	Do.
W. ½, W. ½ NE. ¼, W. ½ SE. ¼	7	4	10	476.12	Do.
All	1	1	11	666.74	Selected Sept. 28, 1886. List 11.
All	13	1	11	640	Do.
N. ½ NE. ¼ and lots 1, 2, 3, and 4	35	1	11	214	Do.
All	1	1	12	671.26	Do.
All	3	1	12	666.68	Do.
All	5	1	12	670.71	Do.
All	7	1	12	624.50	Do.
N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, N. ½ SW. ¼	9	1	12	520	Do.
All	1	1	18	640.80	Do.
All	3	1	18	640.40	Do.
All	5	1	18	639.32	Do.
All	7	1	18	639.76	Do.
All	9	1	18	640	Do.
All	11	1	18	640	Do.
All	13	1	18	640	Do.
All	15	1	18	640	Do.
All	17	1	18	640	Do.
All	19	1	18	638.12	Do.
All	21	1	18	640	Do.
All	23	1	18	640	Do.
All	25	1	18	640	Do.
All	1	1	19	641.16	Do.
All	3	1	19	642.04	Do.
All	5	1	19	647	Do.
All	7	1	19	567.32	Do.
All	9	1	19	640	Do.
All	11	1	19	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	13	1	19	640	Selected Sept. 28, 1886. List 11.
All	15	1	19	640	Do.
All	17	1	19	640	Do.
All	19	1	19	592	Do.
All	21	1	19	640	Do.
All	23	1	19	640	Do.
All	25	1	19	640	Do.
All	27	1	19	640	Do.
All	29	1	19	640	Do.
All	35	1	19	640	Do.
Lots 4, 5, 9	3	2	19	68.36	Selected Nov. 19, 1886. List 12.
Lot 1	15	2	19	.66	Selected Sept. 28, 1886. List 11.
Lots 1 and 2	23	2	19	43.81	Do.
All	1	1	20	640.56	Do.
All	3	1	20	642.28	Do.
All	5	1	20	641.80	Do.
All	7	1	20	592.44	Do.
All	9	1	20	640	Do.
All	11	1	20	640	Do.
All	13	1	20	640	Do.
All	15	1	20	640	Do.
All	17	1	20	640	Do.
All	19	1	20	592.56	Do.
All	21	1	29	640	Do.
All	23	1	20	640	Do.
All	25	1	20	640	Do.
All	27	1	20	640	Do.
All	29	1	20	640	Do.
All	31	1	20	604	Do.
All	33	1	20	640	Do.
All	35	1	20	640	Do.
		N.	*E.*		
All	1	1	1	643.04	Selected June 27, 1885. List 6.
All	3	1	1	649	Do.
S. ½ NW. ¼, N. ½ SW. ¼, SW. ¼ SW. ¼, and lots 1, 2, 3, 4, 5, 6, 7, and 8.	5	1	1	443.45	Do.
NW. ¼ NE. ¼, E. ½ NW. ¼, and lots 1, 2, 3, 4, 5, and 6.	7	1	1	353.96	Do.
NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, N. ½ SE. ¼, SE. ¼ SE. ¼, N. ½ SW. ¼, SW. ¼ SW. ¼.	9	1	1	520	Do.
All	11	1	1	640	Do.
All	13	1	1	640	Do.
All	15	1	1	640	Do.
E. ½ SE. ¼	17	1	1	80	Do.
SE. ¼ NE. ¼, NE. ¼ SE. ¼, SW. ¼ SE. ¼, S. ½ SW. ¼.	19	1	1	205.12	Do.
SE. ¼ SE. ¼	19	1	1	40	Selected Jan. 31, 1885. List 2.
All	21	1	1	640	Selected June 27, 1885. List 6.
All	23	1	1	640	Do.
All	25	1	1	640	Do.
All	27	1	1	640	Do.
N. ½, SE. ¼, E. ½ SW. ¼	29	1	1	560	Do.
W. ½	31	1	1	352.32	Do.
All	33	1	1	640	Do.
All	35	1	1	640	Do.
All	1	2	1	653.12	Do.
All	3	2	1	663.04	Do.
All	5	2	1	658.64	Do.
All	7	2	1	646.44	Do.
All	9	2	1	640	Do.
All	11	2	1	640	Do.
All	13	2	1	634.05	Do.
All	15	2	1	640	Do.
All	17	2	1	640	Do.
All	19	2	1	658.44	Do.
All	21	2	1	640	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼, NW. ¼, NW. ¼ SW. ¼, and lots 2, 3, 5, and 6.	23	2	1	390.44	Do.
NW. ¼ SE. ¼, E. ½ SW. ¼, and lot 4	23	2	1	167.45	Selected Nov. 9, 1886. List 12.
All	25	2	1	640	Selected June 27, 1885. List 6.
N. ½ NW. ¼, S. ½ SE. ¼, S. ½ SW. ¼, and lots 1, 3, 4, 5, 6, 7, 9, and 10.	27	2	1	448.53	Do.
All	29	2	1	640	Do.
All	31	2	1	655.82	Do.
SE. ¼ NE. ¼, NW. ¼ NW. ¼, SE. ¼ SE. ¼, and lots 2, 4, 5, and 8.	33	2	1	278.66	Do.
All	35	2	1	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	1	3	1	644.68	Selected June 27, 1885. List 6.
All	3	3	1	647.24	Do.
All	5	3	1	639.24	Do.
All	7	3	1	633.12	Do.
All	9	3	1	640	Do.
All	11	3	1	640	Do.
All	13	3	1	640	Do.
All	15	3	1	640	Do.
All	17	3	1	640	Do.
All	19	3	1	632.06	Do.
All	21	3	1	640	Do.
All	23	3	1	640	Do.
All	25	3	1	640	Do.
All	27	3	1	640	Do.
All	29	3	1	640	Do.
All	31	3	1	631.23	Do.
All	33	3	1	640	Do.
All	35	3	1	640	Do.
All	1	4	1	634.19	Do.
All	3	4	1	644.15	Do.
All	9	4	1	640	Do.
All	11	4	1	640	Do.
All	13	4	1	640	Do.
All	15	4	1	640	Do.
All	21	4	1	640	Do.
S. ½ NE. ¼, SE. ¼, SE. ¼ SW. ¼	23	4	1	280	Do.
SW. ¼ NW. ¼	23	4	1	40	Selected Jan. 31, 1885. List 2.
All	25	4	1	640	Selected June 27, 1885. List 6.
W. ½ and SE. ¼	27	4	1	480	Do.
All	29	4	1	640	Do.
All	31	4	1	617.08	Do.
All	33	4	1	640	Do.
All	35	4	1	640	Do.
All	1	1	2	634.49	Do.
All	3	1	2	641	Do.
NE. ¼ NE. ¼, SW. ¼ NE. ¼, NW. ¼, W. ½ SE. ¼	5	1	2	316.86	Do.
All	7	1	2	644.32	Do.
E. ½, W. ½ NW. ¼, SE. ¼ NW. ¼, E. ½ SW. ¼	9	1	2	520	Do.
All	11	1	2	640	Do.
All	13	1	2	640	Do.
All	15	1	2	640	Do.
W. ½, W. ½ NE. ¼, NE. ¼ NE. ¼ W. ½ SE. ¼, SE. ¼ SE. ¼.	17	1	2	560	Do.
All	19	1	2	640.48	Do.
All	21	1	2	640	Do.
All	23	1	2	640	Do.
All	25	1	2	640	Do.
All	27	1	2	640	Do.
N. ½, E. ½ SE. ¼, W. ½ SW. ¼	29	1	2	480	Do.
All	31	1	2	640.91	Do.
N. ½, SW. ¼	33	1	2	480	Do.
SE. ¼	33	1	2	160	Selected Jan. 31, 1885. List 2.
All	35	1	2	640	Selected June 27, 1885. List 6.
All	1	2	2	642.32	Do.
All	3	2	2	598.43	Do.
All	5	2	2	644.88	Do.
All	7	2	2	617.12	Do.
SE. ¼ NE. ¼, NW. ¼ NW. ¼, N. ½ SE. ¼, NE. ¼ SW. ¼, and lots 1 and 2.	9	2	2	278.32	Do.
All	11	2	2	640	Do.
All	13	2	2	640	Do.
NE. ¼, E½ NW. ¼, NW. ¼ NW. ¼, SE. ¼, SW. ¼ SW. ¼.	15	2	2	480	Do.
SW. ¼ NW. ¼, N. ½ SW. ¼, SE. ¼ SW. ¼	15	2	2	160	Selected May 10, 1893. List 79.
W. ½ SE. ¼, E. ½ SW. ¼, SW. ¼ SW. ¼, and lots 3, 4, and 5.	17	2	2	277.09	Selected June 27, 1895. List 6.
N. ½ NE. ¼, SE. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ SE. ¼, SE. ¼ SW. ¼.	19	2	2	273.23	Do.
SE. ¼	21	2	2	160	Selected May 10, 1893. List 79.
E. ½, E. ½ NW. ¼, NW. ¼ NW. ¼, E. ½ SW. ¼	23	2	2	520	Selected June 27, 1885. List 6.
All	25	2	2	640	Do.
W. ½ SW. ¼, SE. ¼ SW. ¼	27	2	2	120	Do.
NW. ¼ NW. ¼	27	2	2	40	Selected Nov. 9, 1886. List 12.
S. ½ NE. ¼, NW. ¼ NE. ¼, NE. ¼ NW. ¼, SE. ¼ E. ½ SW. ¼.	29	2	2	400	Selected June 27, 1885. List 6.
S. ½ NE. ¼, NW. ¼ NE. ¼, E. ½ NW. ¼, S. ½, lot 2.	31	2	2	542.31	Do.
W. ½, E. ½ NE. ¼, SE. ¼	33	2	2	560	Do.
All	35	2	2	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	1	3	2	587.50	Selected June 27, 1885. List 6.
All	11	3	2	639.74	Do.
All	13	3	2	570.02	Do.
All	21	3	2	640	Do.
All	23	3	2	548.93	Do.
All	25	3	2	640	Do.
All	27	3	2	582.20	Do.
All	33	3	2	640	Do.
All	35	3	2	640	Do.
All	1	1	3	642.62	Do.
All	3	1	3	640	Do.
All	5	1	3	628.28	Do.
All	7	1	3	642.62	Do.
All	9	1	3	640	Do.
N. ½ NW. ¼	11	1	3	80	Do.
E. ½ NE. ¼, W. ½ NW. ¼, and S. ½	15	1	3	480	Do.
All	17	1	3	640	Do.
All	19	1	3	641.60	Do.
All	21	1	3	640	Do.
W. ½, W. ½ NE. ¼, W. ½ SE. ¼	27	1	3	480	Do.
All	29	1	3	640	Do.
All	31	1	3	640.60	Do.
All	33	1	3	640	Do.
SW. ¼ NW. ¼, SE. ¼, W. ½ SW. ¼, SE. ¼ SW. ¼.	35	1	3	320	Do.
W. ½ NE. ¼	35	1	3	80	Selected Jan. 31, 1885. List 2.
All	1	2	3	639.84	Selected June 27, 1885. List 6.
All	3	2	3	640.80	Do.
All	5	2	3	641.64	Do.
All	7	2	3	609.76	Do.
All	9	2	3	640	Do.
All	11	2	3	640	Do.
All	13	2	3	640	Do.
All	15	2	3	640	Do.
All	17	2	3	640	Do.
All	19	2	3	613.84	Do.
All	21	2	3	640	Do.
All	23	2	3	640	Do.
All	25	2	3	640	Do.
N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, N. ½ SW. ¼	27	2	3	520	Do.
All	29	2	3	640	Do.
E. ½ and SW. ¼	31	2	3	468.49	Do.
NW. ¼ and S. ½	33	2	3	480	Do.
NE. ¼ NE. ¼, S. ½, S. ½ NE. ¼ SE. ¼, SW. ¼	35	2	3	320	Do.
All	5	3	3	635.94	Do.
All	7	3	3	623.11	Do.
All	9	3	3	640	Do.
All	17	3	3	640	Do.
All	19	3	3	625.15	Do.
All	21	3	3	640	Do.
All	29	3	3	640	Do.
All	31	3	3	615.47	Do.
All	33	3	3	640	Do.
All	17	4	3	638.97	Do.
S. ½ SE. ¼, NE. ¼ SE. ¼, and lots 1, 2, 3, and 4.	19	4	3	258.40	Do.
All	21	4	3	640	Do.
All	29	4	3	640	Do.
All	31	4	3	621.66	Do.
All	33	4	3	640	Do.
N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, NE. ¼ SW. ¼.	1	1	4	481.02	Do.
Lots 3 and 4	3	1	4	81.40	Do.
SW. ¼ SW. ¼	3	1	4	40	Selected Jan. 31, 1885. List 2.
All	5	1	4	636.19	Selected June 27, 1885. List 6.
E. ½ NE. ¼	7	1	4	80	Do.
S. ½ SE. ¼, SE. ¼ SW. ¼, and lot 4	7	1	4	161.55	Selected Jan. 31, 1885 List 2.
E. ½ NE. ¼, SW. ¼ NE. ¼, S. ½ NW. ¼, NW. ¼ NW. ¼, S. ½.	9	1	4	560	Selected June 27, 1885. List 6.
N. ½, W. ½ SE. ¼, and SW. ¼	11	1	4	560	Do.
W. ½, W. ½ NE. ¼, W. ½ SE. ¼	15	1	4	480	Do.
E. ½, E. ½ NW. ¼, E. ½ SW. ¼, SW. ¼ SW. ¼	17	1	4	520	Do.
E. ½	19	1	4	320	Do.
N. ½ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, NE. ¼ SW. ¼.	21	1	4	240	Do.
N. ½, NW. ¼ SE. ¼, NW. ¼ SW. ¼	23	1	4	400	Do.
NW. ¼, S. ½ SE. ¼, NW. ¼ SE. ¼, and SW. ¼	25	1	4	440	Do.
All	27	1	4	640	Do.
E. ½ NE. ¼, NW. ¼ NW. ¼, and S. ½	29	1	4	440	Do.
E. ½ NE. ¼	31	1	4	80	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
E. ½, E. ½ NW. ¼, SW. ¼	33	1	4	560	Selected June 27, 1885. List 6.
All	35	1	4	640	Do.
All	1	2	4	639.36	Do.
All	13	2	4	640	Do.
All	15	2	4	640	Do.
W. ½, W. ½ NE. ¼, S. ½ SE. ¼, NW. ¼ SE. ¼	23	2	4	520	Do.
All	25	2	4	640	Do.
All	27	2	4	640	Do.
All	29	2	4	640	Do.
All	31	2	4	661.34	Do.
N. ½ NE. ¼, NE. ¼ NW. ¼	33	2	4	120	Do.
E. ½, E. ½ NW. ¼, S. ½ SW. ¼, NE. ¼ SW. ¼	35	2	4	520	Do.
All	1	3	4	638	Do.
SE. ¼	3	3	4	160	Do.
SE. ¼	9	3	4	160	Do.
All	11	3	4	640	Do.
All	13	3	4	640	Do.
All	15	3	4	640	Do.
SE. ¼	17	3	4	160	Do.
SE. ¼	19	3	4	160	Do.
All	21	3	4	640	Do.
All	23	3	4	640	Do.
All	25	3	4	640	Do.
All	27	3	4	640	Do.
All	29	3	4	640	Do.
All	31	3	4	664.88	Do.
All	33	3	4	640	Do.
All	35	3	4	640	Do.
SW. ¼, NW. ¼, and lot 4	1	1	5	81.51	Selected Jan. 31, 1885. List 2.
SE. ¼ SW. ¼, and lots 1, 2, and 3	1	1	5	162.02	Selected July 20, 1885. List 7.
W. ½ NW. ¼, NW. ¼ SW. ¼	3	1	5	120	Do.
All	5	1	5	643.71	Do.
N. ½ and SW. ¼	7	1	5	460.39	Do.
SE. ¼ NE. ¼, NW. ¼ NW. ¼, and S. ½	9	1	5	400	Do.
S. ½ NW. ¼, NE. ¼ NW. ¼, and S. ½	11	1	5	440	Do.
SW. ¼ NW. ¼, N. ½ SW. ¼, SW. ¼ SW. ¼	13	1	5	160	Do.
NE. ¼, NE. ¼ NW. ¼, SE. ¼, E. ½ SW. ¼, SW. ¼ SW. ¼.	15	1	5	480	Do.
NE. ¼, E. ½ NW. ¼, N. ½ SE. ¼, NE. ¼ SW. ¼	17	1	5	360	Do.
N. ½ NE. ¼, SE. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, NE. ¼ SE. ¼.	21	1	5	280	Do.
NW. ¼, N. ½ SE. ¼	23	1	5	240	Do.
NE. ¼, SE. ¼ NW. ¼, and S. ½	25	1	5	520	Do.
SW. ¼ NW. ¼	25	1	5	40	Selected Jan. 31, 1885. List 2.
W. ½ NE. ¼, E. ½ NW. ¼, SE. ¼, E. ½ SW. ¼	27	1	5	400	Selected July 20, 1885. List 7.
NE. ¼ NE. ¼	29	1	5	40	Do.
S. ½ NE. ¼, SE. ¼ NW. ¼, SE. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	31	1	5	514.08	Do.
E. ½ NE. ¼ and S. ½	35	1	5	400	Do.
All	1	2	5	641.12	Selected Apr. 3, 1888. List 20.
All	3	2	5	639.40	Selected July 20, 1885. List 7.
All	5	2	5	641.09	Do.
All	7	2	5	636.48	Do.
All	9	2	5	640	Do.
N. ½ and SE. ¼	11	2	5	480	Selected Apr. 3, 1888. List 50.
N. ½ SW. ¼	11	2	5	80	Selected July 20, 1885. List 7.
All	15	2	5	640	Do.
All	17	2	5	640	Do.
All	19	2	5	635.92	Do.
All	21	2	5	640	Do.
All	23	2	5	640	Selected Apr. 3, 1888. List 50.
All	27	2	5	640	Selected July 20, 1885. List 7.
All	29	2	5	640	Do.
All	31	2	5	626.72	Do.
All	33	2	5	640	Do.
NE. ¼, N. ½ NW. ¼, SE. ¼ NW. ¼, SE. ¼ SW. ¼.	35	2	5	320	Do.
SE. ¼	35	2	5	160	Selected Jan. 31, 1885. List 2.
S. ½	5	3	5	320	Selected Sept. 13, 1890. List 63.
All	7	3	5	632.08	Selected July 20, 1885. List 7.
SW. ¼	17	3	5	160	Do.
E. ½ and NW. ¼	17	3	5	480	Selected Sept. 3, 1890. List 63.
All	19	3	5	633.04	Selected July 20, 1885. List 7.
N. ½	21	3	5	320	Selected Sept. 3, 1890. List 63.
S. ½	21	3	5	320	Selected July 20, 1885. List 7.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	27	3	5	640	Selected July 20, 1885. List 7.
All	29	3	5	640	Do.
All	31	3	5	638.08	Do.
All	33	3	5	640	Do.
SW. ¼	35	3	5	160	Do.
E. ½, and NW. ¼	35	3	5	480	Selected Sept. 3, 1890. List 6.
All	7	1	6	636	Selected July 20, 1885. List 7.
SW. ¼	17	1	6	160	Do.
All	19	1	6	639.20	Do.
NW. ¼, W. ½ SW. ¼	21	1	6	240	Do.
All	1	2	7	637.28	Selected Sept. 3, 1890. List 63.
All	3	2	7	637.35	Do.
All	5	2	7	636.67	Do.
All	7	2	7	616	Do.
NE. ¼ N. ½ NW. ¼ SW. ¼ NW. ¼ E. ½ SE. ¼ W. ½ SW. ¼ SE. ¼ SW. ¼.	9	2	7	480	Do.
All	11	2	7	640	Do.
NE. ¼	13	2	7	160	Do.
N. ½ and SW. ¼	15	2	7	480	Do.
All	17	2	7	640	Do.
N. ½	21	2	7	320	Do.
All	1	3	7	641.24	Selected July 20, 1885. List 7.
All	3	3	7	642.44	Do.
All	9	3	7	640	Do.
All	11	3	7	640	Do.
All	13	3	7	640	Do.
All	15	3	7	640	Do.
S. ½	17	3	7	320	Do.
All	19	3	7	626.02	Do.
All	21	3	7	640	Do.
All	23	3	7	640	Do.
All	25	3	7	640	Do.
All	27	3	7	640	Do.
All	29	3	7	640	Do.
All	31	3	7	628.58	Do.
All	33	3	7	640	Do.
All	35	3	7	640	Do.
All	1	4	7	979.08	Selected Sept. 28, 1886. List 11.
All	3	4	7	983.04	Do.
All	11	4	7	640	Do.
All	13	4	7	640	Do.
All	15	4	7	640	Do.
All	23	4	7	640	Do.
All	25	4	7	640	Do.
All	27	4	7	640	Do.
All	35	4	7	640	Do.
All	1	1	8	642.43	Do.
All	3	1	8	640.79	Do.
All	5	1	8	641.27	Do.
All	7	1	8	634.40	Do.
All	9	1	8	640	Do.
All	11	1	8	640	Do.
All	13	1	8	640	Do.
All	15	1	8	640	Do.
All	17	1	8	640	Do.
All	23	1	8	640	Do.
All	25	1	8	640	Do.
NE. ¼	35	1	8	160	Do.
All	1	2	8	641.63	Do.
All	3	2	8	639.85	Do.
All	5	2	8	641.64	Do.
All	7	2	8	630.78	Do.
All	9	2	8	640	Do.
All	11	2	8	640	Do.
All	13	2	8	640	Do.
All	15	2	8	640	Do.
All	17	2	8	640	Do.
All	19	2	8	634.08	Do.
All	21	2	8	640	Do.
All	23	2	8	640	Do.
All	25	2	8	640	Do.
All	27	2	8	640	Do.
All	29	2	8	640	Do.
All	31	2	8	632.16	Do.
All	33	2	8	640	Do.
All	35	2	8	640	Do.
All	1	3	8	639.75	Do.

Supplemental to list No. 1—Northern Pacific railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
All	3	3	8	644.28	Selected Sept. 28, 1886. List 11.
All	5	3	8	639.31	Do.
All	7	3	8	624.16	Do.
All	9	3	8	640	Do.
All	11	3	8	640	Do.
All	13	3	8	640	Do.
All	15	3	8	640	Do.
All	17	3	8	640	Do.
All	19	3	8	626.46	Do.
All	21	3	8	640	Do.
All	23	3	8	640	Do.
All	25	3	8	640	Do.
All	27	3	8	640	Do.
All	29	3	8	640	Do.
All	31	3	8	630.30	Do.
All	33	3	8	640	Do.
All	35	3	8	640	Do.
All	1	4	8	987.20	Do.
All	3	4	8	978.40	Do.
All	5	4	8	981.12	Do.
All	7	4	8	606.48	Do.
All	9	4	8	640	Do.
All	11	4	8	640	Do.
All	13	4	8	640	Do.
All	15	4	8	640	Do.
All	17	4	8	640	Do.
All	19	4	8	603.80	Do.
All	21	4	8	640	Do.
All	23	4	8	640	Do.
All	25	4	8	640	Do.
All	27	4	8	640	Do.
All	29	4	8	640	Do.
All	31	4	8	601.76	Do.
All	33	4	8	640	Do.
All	35	4	8	640	Do.
All	1	1	9	641.24	Do.
All	3	1	9	688.35	Do.
All	5	1	9	643.77	Do.
All	7	1	9	632.70	Do.
All	9	1	9	640	Do.
N. ½, N. ½ SE. ¼, N. ½ SW. ¼	11	1	9	480	Do.
S. ½ SE. ¼, S. ½ SW. ¼	11	1	9	160	Selected Jan. 31, 1885. List 2.
All	13	1	9	640	Selected Sept. 28, 1886. List 11.
All	15	1	9	640	Do.
All	17	1	9	640	Do.
All	19	1	9	635.74	Do.
All	21	1	9	640	Do.
All	23	1	9	640	Do.
All	25	1	9	640	Do.
All	27	1	9	640	Do.
All	29	1	9	640	Do.
All	31	1	9	638.40	Do.
All	33	1	9	640	Do.
All	35	1	9	640	Do.
All	1	2	9	638.13	Do.
All	3	2	9	640.26	Do.
All	5	2	9	639.49	Do.
All	7	2	9	628.48	Do.
All	9	2	9	640	Do.
All	11	2	9	640	Do.
All	13	2	9	640	Do.
All	15	2	9	640	Do
All	17	2	9	640	Do.
All	19	2	9	631.04	Do.
All	21	2	9	640	Do.
All	23	2	9	640	Do.
All	25	2	9	640	Do.
All	27	2	9	640	Do.
All	29	2	9	640	Do.
All	31	2	9	637.44	Do.
All	33	2	9	640	Do.
All	35	2	9	640	Do.
All	1	3	9	642.90	Do.
All	3	3	9	641.08	Do.
All	5	3	9	639.01	Do.
All	7	3	9	626.88	Do.
All	9	3	9	640	Do.
All	11	3	9	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	13	3	9	640	Selected Sept. 28, 1886. List 11.
All	15	3	9	640	Do.
All	17	3	9	640	Do.
All	19	3	9	626.94	Do.
All	21	3	9	640	Do.
All	23	3	9	640	Do.
All	25	3	9	640	Do.
All	27	3	9	640	Do.
All	29	3	9	640	Do.
All	31	3	9	627.90	Do.
All	33	3	9	640	Do.
All	35	3	9	640	Do.
All	1	4	9	980.48	Do.
All	3	4	9	977.56	Do.
All	5	4	9	980	Do.
All	7	4	9	628.80	Do.
All	9	4	9	640	Do.
All	11	4	9	640	Do.
All	13	4	9	640	Do.
All	15	4	9	640	Do.
All	17	4	9	640	Do.
All	19	4	9	624.80	Do.
All	21	4	9	640	Do.
All	23	4	9	640	Do.
All	25	4	9	640	Do.
All	27	4	9	640	Do.
All	29	4	9	640	Do.
All	31	4	9	624.76	Do.
All	33	4	9	640	Do.
All	35	4	9	640	Do.
All	1	1	10	641.52	Do.
All	3	1	10	639.70	Do.
All	5	1	10	642.52	Do.
All	11	1	10	640	Do.
All	13	1	10	640	Do.
All	15	1	10	640	Do.
All	17	1	10	640	Do.
All	21	1	10	640	Do.
All	23	1	10	640	Do.
All	25	1	10	640	Do.
All	27	1	10	640	Do.
All	29	1	10	640	Do.
All	33	1	10	640	Do.
All	35	1	10	640	Do.
All	3	2	10	641.04	Do.
All	5	2	10	640.27	Do.
All	7	2	10	633.28	Do.
All	9	2	10	640	Do.
W. ½, SW. ¼ NE. ¼, and SE. ¼	11	2	10	520	Do.
All	13	2	10	640	Do.
All	15	2	10	640	Do.
All	17	2	10	640	Do.
All	19	2	10	632	Do.
All	21	2	10	640	Do.
All	23	2	10	640	Do.
All	25	2	10	640	Do.
All	27	2	10	640	Do.
All	29	2	10	640	Do.
All	31	2	10	635.20	Do.
All	33	2	10	640	Do.
All	35	2	10	640	Do.
All	5	4	10	978.80	Do.
All	7	4	10	619.20	Do.
All	9	4	10	640	Do.
All	17	4	10	640	Do.
All	19	4	10	621.68	Do.
W. ½	21	4	10	320	Do.
All	29	4	10	640	Do.
All	31	4	10	621.92	Do.
All	1	1	13	639.73	Do.
NE. ¼	3	1	13	161.60	Do.
All	11	1	13	640	Do.
All	15	1	13	640	Do.
All	19	1	13	641.28	Do.
All	21	1	13	640	Do.
All	27	1	13	640	Do.
All	29	1	13	640	Do.
All	31	1	13	640.53	Do.
All	33	1	13	640	Do.
All	1	2	14	640.80	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T. N.	R. E.	Area. Acres.	Remarks.
All	3	2	14	637.70	Selected Sept. 28, 1886. List 11.
All	5	2	14	642.50	Do.
All	7	2	14	632.36	Do.
All	9	2	14	640	Do.
All	11	2	14	640	Do.
All	13	2	14	640	Do.
All	15	2	14	640	Do.
All	17	2	14	640	Do.
All	19	2	14	636.04	Do.
All	21	2	14	640	Do.
All	23	2	14	640	Do.
All	25	2	14	640	Do.
All	27	2	14	640	Do.
All	29	2	14	640	Do.
All	31	2	14	635.60	Do.
All	33	2	14	640	Do.
All	35	2	12	640	Do.
All	1	3	14	636.20	Do.
All	11	3	14	640	Do.
All	13	3	14	640	Do.
S. ½	15	3	14	320	Do.
All	21	3	14	640	Do.
All	23	3	14	640	Do.
All	25	3	14	640	Do.
All	27	3	14	640	Do.
All	29	3	14	640	Do.
All	31	3	14	625.56	Do.
All	33	3	14	640	Do.
All	35	3	14	640	Do.
All	1	4	14	637.66	Do.
All	3	4	14	629.91	Do.
All	5	4	14	636.85	Do.
All	7	4	14	620.20	Do.
All	9	4	14	640	Do.
All	11	4	14	640	Do.
All	13	4	14	640	Do.
All	15	4	14	640	Do.
All	17	4	14	640	Do.
All	19	4	14	622.72	Do.
All	21	4	14	640	Do.
All	23	4	14	640	Do.
All	25	4	14	640	Do.
All	27	4	14	640	Do.
All	29	4	14	640	Do.
All	31	4	14	625.50	Do.
All	33	4	14	640	Do.
All	35	4	14	640	Do.
All	1	1	15	639.16	Do.
All	3	1	15	638.50	Do.
All	11	1	15	640	Do.
All	13	1	15	640	Do.
All	23	1	15	640	Do.
All	1	2	15	637.20	Do.
All	3	2	15	643.91	Do.
All	5	2	15	643.87	Do.
All	7	2	15	633.64	Do.
All	9	2	15	640	Do.
All	11	2	15	640	Do.
All	13	2	15	640	Do.
All	15	2	15	640	Do.
All	17	2	15	640	Do.
All	19	2	15	639.28	Do.
All	21	2	15	640	Do.
All	23	2	15	640	Do.
All	25	2	15	640	Do.
All	27	2	15	640	Do.
All	29	2	15	640	Do.
All	31	2	15	635.56	Do.
All	33	2	15	640	Do.
All	35	2	15	640	Do.
All	1	3	15	641.16	Do.
All	3	3	15	637.68	Do.
All	5	3	15	634.92	Do.
All	7	3	15	618.48	Do.
All	9	3	15	640	Do.
All	11	3	15	640	Do.
All	13	3	15	640	Do.
All	15	3	15	640	Do.
All	17	3	15	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad bonds, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	19	3	15	623.02	Selected Sept. 28, 1886. List 11.
All	21	3	15	640	Do.
All	23	3	15	640	Do.
All	25	3	15	640	Do.
All	27	3	15	640	Do.
All	29	3	15	640	Do.
All	31	3	15	626.36	Do.
All	33	3	15	640	Do.
All	35	3	15	640	Do.
All	1	4	15	635.77	Do.
All	3	4	15	633.76	Do.
All	5	4	15	632.55	Do.
All	7	4	15	612.44	Do.
All	9	4	15	640	Do.
All	11	4	15	640	Do.
All	13	4	15	640	Do.
All	15	4	15	640	Do.
All	17	4	15	640	Do.
All	19	4	15	615.28	Do.
All	21	4	15	640	Do.
All	23	4	15	640	Do.
All	25	4	15	640	Do.
All	27	4	15	640	Do.
All	29	4	15	640	Do.
All	31	4	15	617.92	Do.
All	33	4	15	640	Do.
All	35	4	15	640	Do.
All	5	1	16	637.82	Do.
All	7	1	16	638.62	Do.
All	9	1	16	640	Do.
All	17	1	16	640	Do.
All	19	1	16	641.56	Do.
All	21	1	16	640	Do.
All	29	1	16	640	Do.
All	31	1	16	605.01	Do.
All	33	1	16	640	Do.
All	1	4	16	634.04	Do.
All	3	4	16	636.40	Do.
All	5	4	16	641.80	Do.
All	7	4	16	630.40	Do.
All	9	4	16	640	Do.
All	11	4	16	640	Do.
All	13	4	16	640	Do.
All	15	4	16	640	Do.
All	17	4	16	640	Do.
All	19	4	16	626.48	Do.
All	21	4	16	640	Do.
All	33	4	16	640	Do.
All	25	4	16	640	Do.
All	27	4	16	640	Do.
All	29	4	16	640	Do.
All	31	4	16	623.20	Do.
All	33	4	16	640	Do.
All	35	4	16	640	Do.
All	1	1	17	604.28	Do.
All	3	1	17	605.44	Do.
All	5	1	17	610.68	Do.
All	7	1	17	636.52	Do.
All	9	1	17	640	Do.
All	11	1	17	640	Do.
All	13	1	17	640	Do.
All	15	1	17	640	Do.
All	17	1	17	640	Do.
All	19	1	17	638.32	Do.
All	21	1	17	640	Do.
All	23	1	17	640	Do.
All	25	1	17	640	Do.
All	27	1	17	640	Do.
All	29	1	17	640	Do.
All	31	1	17	640	Do.
All	33	1	17	640	Do.
All	35	1	17	640	Do.
All	1	4	17	627	Do.
All	3	4	17	631.04	Do.
All	5	4	17	631.68	Do.
All	7	4	17	617.08	Do.
All	9	4	17	640	Do.
All	11	4	17	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	13	4	17	640	Selected Sept. 28, 1896. List 11.
All	15	4	17	640	Do.
All	17	4	17	640	Do.
All	19	4	17	613.36	Do.
All	21	4	17	640	Do.
All	23	4	17	640	Do.
All	25	4	17	640	Do.
All	27	4	17	640	Do.
All	29	4	17	640	Do.
All	31	4	17	620.80	Do.
All	33	4	17	640	Do.
All	35	4	17	640	Do.
All	1	1	18	597.84	Do.
All	3	1	18	597.64	Do.
All	5	1	18	598.48	Do.
All	7	1	18	636.32	Do.
All	9	1	18	640	Do.
All	11	1	18	640	Do.
All	13	1	18	640	Do.
All	15	1	18	640	Do.
All	17	1	18	640	Do.
All	19	1	18	637.84	Do.
All	21	1	18	640	Do.
All	23	1	18	640	Do.
All	25	1	18	640	Do.
All	27	1	18	640	Do.
All	29	1	18	640	Do.
All	31	1	18	639.76	Do.
All	33	1	18	640	Do.
All	35	1	18	640	Do.
All	1	3	18	598.84	Do.
All	3	3	18	602.20	Do.
All	5	3	18	605	Do.
All	7	3	18	639.84	Do.
All	9	3	18	640	Do.
All	11	3	18	640	Do.
All	13	3	18	640	Do.
All	15	3	18	640	Do.
All	17	3	18	640	Do.
All	19	3	18	639.64	Do.
All	21	3	18	640	Do.
All	23	3	18	640	Do.
All	25	3	18	640	Do.
All	27	3	18	640	Do.
All	29	3	18	640	Do.
All	31	3	18	632.12	Do.
All	33	3	18	640	Do.
All	35	3	18	640	Do.
All	1	4	18	644.48	Do.
All	3	4	18	646.59	Do.
All	5	4	18	638.14	Do.
All	7	4	18	625.24	Do.
All	9	4	18	640	Do.
All	11	4	18	640	Do.
All	13	4	18	640	Do.
All	15	4	18	640	Do.
All	17	4	18	640	Do.
All	19	4	18	624.80	Do.
All	21	4	18	640	Do.
All	23	4	18	640	Do.
All	25	4	18	640	Do.
All	27	4	18	640	Do.
All	29	4	18	640	Do.
All	31	4	18	624.80	Do.
All	33	4	18	640	Do.
All	35	4	18	640	Do.
All	1	1	19	598.12	Do.
All	3	1	19	597.32	Do.
All	5	1	19	597.56	Do.
All	7	1	19	635.20	Do.
All	9	1	19	640	Do.
All	11	1	19	640	Do.
All	13	1	19	640	Do.
All	15	1	19	640	Do.
All	17	1	19	640	Do.
All	19	1	19	637.32	Do.
All	21	1	19	640	Do.
All	23	1	16	640	Do.

Supplemental to list No. 1—Northern Pacific Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF MONTANA PRINCIPAL MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
All	25	1	19	640	Selected Sept. 28, 1886. List 11.
All	27	1	19	640	Do.
All	29	1	19	640	Do.
All	31	1	19	639.52	Do.
All	33	1	19	640	Do.
All	35	1	19	640	Do.
All	1	2	19	598.04	Do.
All	3	2	19	598.16	Do.
All	5	2	19	598.04	Do.
All	7	2	19	640.12	Do.
All	9	2	19	640	Do.
All	11	2	19	640	Do.
All	13	2	19	640	Do.
All	15	2	19	640	Do.
All	17	2	19	640	Do.
All	19	2	19	639.96	Do.
All	21	2	19	640	Do.
All	23	2	19	640	Do.
All	25	2	19	640	Do.
All	27	2	19	640	Do.
All	29	2	19	640	Do.
All	31	2	19	637	Do.
All	33	2	19	640	Do.
All	35	2	19	640	Do.
All	1	1	20	636.32	Do.
All	3	1	20	622.60	Do.
All	5	1	20	607.88	Do.
All	7	1	20	592.72	Do.
All	9	1	20	640	Do.
All	11	1	20	640	Do.
All	13	1	20	640	Do.
All	15	1	20	640	Do.
All	17	1	20	640	Do.
All	19	1	20	614.12	Do.
All	21	1	20	640	Do.
All	23	1	20	640	Do.
All	25	1	20	640	Do.
All	27	1	20	640	Do.
All	29	1	20	640	Do.
All	31	1	20	635.08	Do.
All	33	1	20	640	Do.
All	35	1	20	640	Do.
Estimated total	.....	.....	.....	800,617.64	

List No. 2.—Northern Pacific Railroad lands, primary limits, Missoula land district, Montana.

[November 17, 1894, copy to registers and receivers with instructions to publish under Departmental Circular of July 9, 1894 (19 L. D., 21).]

NORTH OF BASE LINE AND WEST OF MONTANA MERIDIAN.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All	1	20	27	635.75	Selected July 14, 1891. List 1.
Lots 1, 2, 3, 4, 5, 6, 7, and 8	3	20	27	304.31	Do.
Lots 1 and 2, E. ½ SW. ¼	19	21	27	158.96	Do.
SW. ¼	35	21	27	160	Do.
Lots 1, 2, and 3, N. ½ NE. ¼	25	21	28	149.82	Do.
SW. ¼	3	21	29	160	Do.
All	5	21	29	640.36	Do.
E. ½	9	21	29	320	Do.
E. ½ NW. ¼	9	21	29	80	Do.
NE. ¼ SW. ¼	9	21	29	40	Do.
Lot 1	9	21	29	21.22	Do.
Lot 2	9	21	29	20.97	Do.
Lot 3	9	21	29	45.21	Do.
Lot 4	9	21	29	21.80	Do.
Lot 5	9	21	29	20.56	Do.
SW. ¼	11	21	29	160	Do.
N. ½	13	21	29	320	Do.
N. ½ and lot 1	15	21	29	320.45	Do.

List No 2.—Northern Pacific Railroad lands, etc.—Continued.

NORTH OF BASE LINE AND WEST OF MONTANA MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NE. ¼	21	21	29	160	Selected July 14, 1891. List 1.
Lots 1 and 2, and E. ½ SW. ¼	19	22	29	156.56	Do.
SW. ¼	29	22	29	160	Do.
All	31	22	29	634.36	Do.
SW. ¼	33	22	29	160	Do.
Lots 1, 2, 3, and 4	1	21	30	135.15	Do.
W. ½	13	22	30	320	Do.
Lots 1, 2, 3, 4, 5, 6, 7, and 8, W. ½ NE. ¼, and W. ½ SE. ¼.	23	22	30	275.23	Do.
All	25	22	30	640	Do.
Lots 1, 2, 3, and 4, and NW. ¼. SE. ¼	35	22	30	190.98	Do.
All	3	12	19	621.08	Selected Sept. 22, 1892. List 3.
All	5	12	19	624.60	Do.
All	7	12	19	619.68	Do.
All	19	12	19	620.40	Do.
All	31	12	19	622.40	Do.
All	1	16	15	642.80	Do.
All	3	16	15	515.90	Do.
All	5	16	15	644.73	Do.
All	7	16	15	622.64	Do.
All	9	16	15	640	Do.
All	11	16	15	640	Do.
All	13	16	15	640	Do.
N. ½	15	16	15	320	Do.
All	17	16	15	639.04	Do.
All	19	16	15	590.82	Do.
All	21	16	15	627.32	Do.
E. ½	23	16	15	320	Do.
All	25	16	15	615.64	Do.
All	27	16	15	640	Do.
All (or lots 1, 2, 3, and 4)	29	16	15	105.38	Do.
All	31	16	15	621.64	Do.
All	33	16	15	640	Do.
W. ½	35	12	17	320	Selected May 8, 1893. List 7.
SW. ¼	35	12	20	160	Do.
SW. ¼ NE. ¼	9	13	20	40	Do.
E. ½ W. ½ and SW. ¼ NW. ¼	9	13	20	120	Do.
NW. ¼ NW. ¼	21	14	20	40	Do.
S. ½ NE. ¼, SE. ¼ NW. ¼, N. ½ SE. ¼, and lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11.	1	19	26	544.42	Do.
Lot 1	5	20	27	3.02	Do.
NE. ¼ SE ¼ and lot 1	27	20	26	79.99	Do.

List No 4.—Northern Pacific Railroad lands, indemnity limits, Helena and Bozeman districts, Montana.

[December 1, 1894, copies sent to registers and receivers with instructions to publish under Departmental circular of July 9, 1894 (19 L. D. 21).]

MONTANA MERIDIAN, HELENA DISTRICT.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SE. ¼ NE. ¼	1	17	1	40	Selected Dec. 18, 1884. List 2.
NE ¼, SE. ¼	1	17	1	40	Do.
Lot 1	3	17	1	40.88	Do.
Lot 2	3	17	1	41.09	Do.
Lot 3	3	17	1	41.30	Do.
Lot 4	3	17	1	41.50	Do.
SW. ¼ NE. ¼	3	17	1	40	Do.
SE. ¼ NE. ¼	3	17	1	40	Do.
SW. ¼ NW. ¼	3	17	1	40	Do.
SE. ¼ NW. ¼	3	17	1	40	Do.
NE. ¼ SW. ¼	3	17	1	40	Do.
NW ¼ SW. ¼	3	17	1	40	Do.
SW. ¼ SW. ¼	3	17	1	40	Do.
SE. ¼ SW. ¼	3	17	1	40	Do.
NE. ¼ SE. ¼	3	17	1	40	Do.
NW. ¼ SE. ¼	3	17	1	40	Do.
SW. ¼ SE. ¼	3	17	1	40	Do.
SE. ¼ SE. ¼	3	17	1	40	Do.
Lot 2	5	17	1	41.13	Do.

List No 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
Lot 3	5	17	1	40.93	Selected Dec. 18, 1884. List 2.
Lot 4	5	17	1	40.74	Do.
SW. ¼ NE. ¼	5	17	1	40	Do.
SE. ¼ NE. ¼	5	17	1	40	Do.
SW. ¼ NW. ¼	5	17	1	40	Do.
SE. ¼ NW. ¼	5	17	1	40	Do.
NE. ¼ SW. ¼	5	17	1	40	Do.
NW. ¼ SW. ¼	5	17	1	40	Do.
SW. ¼ SW. ¼	5	17	1	40	Do.
SE. ¼ SW. ¼	5	17	1	40	Do.
NE. ¼ SE. ¼	5	17	1	40	Do.
NW. ¼ SE. ¼	5	17	1	40	Do.
SW. ¼ SE. ¼	5	17	1	40	Do.
SE. ¼ SE. ¼	5	17	1	40	Do.
NE. ¼ SE. ¼	7	17	1	40	Do.
NW. ¼ SE. ¼	7	17	1	40	Do.
SW. ¼ SE. ¼	7	17	1	40	Do.
SE. ¼ SE. ¼	7	17	1	40	Do.
NE. ¼ NE. ¼	9	17	1	40	Do.
SE. ¼ NE. ¼	9	17	1	40	Do.
NW. ¼ NE. ¼	9	17	1	40	Do.
NE. ¼ NW. ¼	9	17	1	40	Do.
NW. ¼ NW. ¼	9	17	1	40	Do.
SW. ¼ NW. ¼	9	17	1	40	Do.
SE. ¼ NW. ¼	9	17	1	40	Do.
NW. ¼ SW. ¼	9	17	1	40	Do.
Lots 1 and 3	9	17	1	43.70	Do.
Lot 5	9	17	1	23.84	Do.
Lots 6 and 7	9	17	1	54.74	Do.
Lot 2 and NW. ¼ SW. ¼	11	17	1	40.25	Do.
SE. ¼ NE. ¼	13	17	1	40	Do.
NE. ¼ SE. ¼	13	17	1	40	Do.
SE. ¼ SE. ¼	13	17	1	40	Do.
NE. ¼ SW. ¼	15	17	1	40	Do.
Lot 3	17	17	1	22.10	Do.
Lot 4	17	17	1	39.96	Do.
Lots 5 and 10	17	17	1	38.58	Do.
NE. ¼ NW. ¼	17	17	1	40	Do.
NW. ¼ NW. ¼	17	17	1	40	Do.
NE. ¼ NE. ¼	19	17	1	40	Do.
NW. ¼ NE. ¼	19	17	1	40	Do.
SW. ¼ NE. ¼	19	17	1	40	Do.
NE. ¼ NW. ¼	19	17	1	40	Do.
SE. ¼ NW. ¼	19	17	1	40	Do.
NE. ¼ SW. ¼	19	17	1	40	Do.
SE. ¼ SW. ¼	19	17	1	40	Do.
NW. ¼ SE. ¼	19	17	1	40	Do.
SW. ¼ SE. ¼	19	17	1	40	Do.
Lot 1	19	17	1	40.21	Do.
Lot 2	19	17	1	40.24	Do.
Lot 3	19	17	1	40.27	Do.
Lot 4	19	17	1	40.30	Do.
SW. ¼ NE. ¼	21	17	1	40	Do.
NE. ¼ SW. ¼	21	17	1	40	Do.
NW. ¼ SW. ¼	21	17	1	40	Do.
SW. ¼ SW. ¼	21	17	1	40	Do.
SE. ¼ SW. ¼	21	17	1	40	Do.
NE. ¼ SE. ¼	21	17	1	40	Do.
NW. ¼ SE. ¼	21	17	1	40	Do.
SW. ¼ SE. ¼	21	17	1	40	Do.
SE. ¼ SE. ¼	21	17	1	40	Do.
SW. ¼ NW. ¼	23	17	1	40	Do.
SE. ¼ SE. ¼	23	17	1	40	Do.
NE. ¼ NE. ¼	23	17	1	40	Do.
NW. ¼ NE. ¼	23	17	1	40	Do.
SW. ¼ NE. ¼	23	17	1	40	Do.
SE. ¼ NE. ¼	23	17	1	40	Do.
NE. ¼ SE. ¼	23	17	1	40	Do.
NW. ¼ SE. ¼	23	17	1	40	Do.
SW. ¼ SE. ¼	23	17	1	40	Do.
SE. ¼ SE. ¼	23	17	1	40	Do.
NE. ¼ NW. ¼	27	17	1	40	Do.
NW. ¼ NW. ¼	27	17	1	40	Do.
SW. ¼ SW. ¼	27	17	1	40	Do.
SE. ¼ SW. ¼	27	17	1	40	Do.
NE. ¼ SE. ¼	27	17	1	40	Do.
NW. ¼ SE. ¼	27	17	1	40	Do.
SW. ¼ SE. ¼	27	17	1	40	Do.
SE. ¼ SE. ¼	27	17	1	40	Do.
Lots 1, 2, and 3	29	17	1	52.99	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NE. ¼ NW. ¼	29	17	1	40	Selected Dec. 18, 1884. List 2.
SE. ¼ NW. ¼	29	17	1	40	Do.
NE. ¼ SW. ¼	29	17	1	40	Do.
NW. ¼ SW. ¼	29	17	1	40	Do.
SW. ¼ SW. ¼	29	17	1	40	Do.
SE. ¼ SW. ¼	29	17	1	40	Do.
NE. ¼ SE. ¼	29	17	1	40	Do.
NW. ¼ SE. ¼	29	17	1	40	Do.
SW. ¼ SE. ¼	29	17	1	40	Do.
Lot 1	31	17	1	40. 35	Do.
Lot 2	31	17	1	40. 23	Do.
NE. ¼ NE. ¼	31	17	1	40	Do.
NW. ¼ NE. ¼	31	17	1	40	Do.
SW. ¼ NE. ¼	31	17	1	40	Do.
SE. ¼ NE. ¼	31	17	1	40	Do.
NE. ¼ NW. ¼	31	17	1	40	Do.
SE. ¼ NW. ¼	31	17	1	40	Do.
NE. ¼ SE. ¼	31	17	1	40	Do.
NW. ¼ SE. ¼	31	17	1	40	Do.
SW. ¼ SE. ¼	31	17	1	40	Do.
SE. ¼ SE. ¼	31	17	1	40	Do.
NE. ¼ NE. ¼	33	17	1	40	Do.
NW. ¼ NE. ¼	33	17	1	40	Do.
SW. ¼ NE. ¼	33	17	1	40	Do.
SE. ¼ NE. ¼	33	17	1	40	Do.
SE. ¼ NW. ¼	33	17	1	40	Do.
SW. ¼ SW. ¼	33	17	1	40	Do.
NE. ¼ SE. ¼	33	17	1	40	Do.
NW. ¼ SE. ¼	33	17	1	40	Do.
SW. ¼ SE. ¼	33	17	1	40	Do.
SE. ¼ SE. ¼	33	17	1	40	Do.
NE. ¼ NE. ¼	35	17	1	40	Do.
NW. ¼ NE. ¼	35	17	1	40	Do.
SW. ¼ NE. ¼	35	17	1	40	Do.
SE. ¼ NE. ¼	35	17	1	40	Do.
NE. ¼ NW. ¼	35	17	1	40	Do.
NW. ¼ NW. ¼	35	17	1	40	Do.
SW. ¼ NW. ¼	35	17	1	40	Do.
SE. ¼ NW. ¼	35	17	1	40	Do.
NW. ¼ NE. ¼	7	18	1	40	Do.
SW. ¼ NE. ¼	7	18	1	40	Do.
NE. ¼ NW. ¼	7	18	1	40	Do.
SE. ¼ NW. ¼	7	18	1	40	Do.
NE. ¼ SW. ¼	7	18	1	40	Do.
SE. ¼ SE. ¼	7	18	1	40	Do.
Lot 1	7	18	1	40. 44	Do.
Lot 2	7	18	1	40. 36	Do.
Lot 3	7	18	1	40. 28	Do.
Lot 4	7	18	1	40. 20	Do.
SW. ¼ SW. ¼	9	18	1	40	Do.
SE. ¼ SW. ¼	9	18	1	40	Do.
SW. ¼ SE. ¼	9	18	1	40	Do.
SE. ¼ SE. ¼	9	18	1	40	Do.
SW. ¼ SW. ¼	13	18	1	40	Do.
SE. ¼ SW. ¼	13	18	1	40	Do.
SW. ¼ NE. ¼	15	18	1	40	Do.
SE. ¼ NE. ¼	15	18	1	40	Do.
NW. ¼ NW. ¼	15	18	1	40	Do.
SW. ¼ NW. ¼	15	18	1	40	Do.
SE. ¼ NW. ¼	15	18	1	40	Do.
NE. ¼ SW. ¼	15	18	1	40	Do.
NW. ¼ SW. ¼	15	18	1	40	Do.
SW. ¼ SW. ¼	15	18	1	40	Do.
SE. ¼ SW. ¼	15	18	1	40	Do.
NE. ¼ SE. ¼	15	18	1	40	Do.
NW. ¼ SE. ¼	15	18	1	40	Do.
SW. ¼ SE. ¼	15	18	1	40	Do.
SE. ¼ SE. ¼	15	18	1	40	Do.
NE. ¼ NE. ¼	17	18	1	40	Do.
NW. ¼ NE. ¼	17	18	1	40	Do.
SW. ¼ NE. ¼	17	18	1	40	Do.
SE. ¼ NE. ¼	17	18	1	40	Do.
NE. ¼ NW. ¼	17	18	1	40	Do.
NW. ¼ NW. ¼	17	18	1	40	Do.
SW. ¼ NW. ¼	17	18	1	40	Do.
SE. ¼ NW. ¼	17	18	1	40	Do.
NE. ¼ SW. ¼	17	18	1	40	Do.
NW. ¼ SW. ¼	17	18	1	40	Do.

List No 4.—Northern Pacific Railroad lands etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	Selected Dec. 18. 1884. List 2.
SW. ¼ SW. ¼	17	18	1	40	Do.
SE. ¼ SW. ¼	17	18	1	40	Do.
NE. ¼ SE. ¼	17	18	1	40	Do.
NW. ¼ SE. ¼	17	18	1	40	Do.
SW. ¼ SE. ¼	17	18	1	40	Do.
SE. ¼ SE. ¼	17	18	1	40	Do.
Lot 1	19	18	1	38. 90	Do.
Lot 2	19	18	1	38. 70	Do.
Lot 3	19	18	1	38. 50	Do.
Lot 4	19	18	1	38. 30	Do.
NE. ¼ NE. ¼	19	18	1	40	Do.
NW. ¼ NE. ¼	19	18	1	40	Do.
SW. ¼ NE. ¼	19	18	1	40	Do.
SE. ¼ NE. ¼	19	18	1	40	Do.
NE. ¼ NW. ¼	19	18	1	40	Do.
SE. ¼ NW. ¼	19	18	1	40	Do.
NE. ¼ SW. ¼	19	18	1	40	Do.
SE. ¼ SW. ¼	19	18	1	40	Do.
NE. ¼ SE. ¼	19	18	1	40	Do.
NW. ¼ SE. ¼	19	18	1	40	Do.
SW. ¼ SE. ¼	19	18	1	40	Do.
SE. ¼ SE. ¼	19	18	1	40	Do.
NE. ¼ NE. ¼	21	18	1	40	Do.
NW. ¼ NE. ¼	21	18	1	40	Do.
SW. ¼ NE. ¼	21	18	1	40	Do.
SE. ¼ NE. ¼	21	18	1	40	Do.
NE. ¼ NW. ¼	21	18	1	40	Do.
NW. ¼ NW. ¼	21	18	1	40	Do.
SW. ¼ NW. ¼	21	18	1	40	Do.
SE. ¼ NW. ¼	21	18	1	40	Do.
NE. ¼ SW. ¼	21	18	1	40	Do.
NW. ¼ SW. ¼	21	18	1	40	Do.
SW. ¼ SW. ¼	21	18	1	40	Do.
SE. ¼ SW. ¼	21	18	1	40	Do.
NE. ¼ SE. ¼	21	18	1	40	Do.
NW. ¼ SE. ¼	21	18	1	40	Do.
SW. ¼ SE. ¼	21	18	1	40	Do.
SE. ¼ SE. ¼	21	18	1	40	Do.
NE. ¼ NE. ¼	23	18	1	40	Do.
NW. ¼ NE. ¼	23	18	1	40	Do.
SW. ¼ NE. ¼	23	18	1	40	Do.
SE. ¼ NE. ¼	23	18	1	40	Do.
NE. ¼ NW. ¼	23	18	1	40	Do.
NW. ¼ NW. ¼	23	18	1	40	Do.
SW. ¼ NW. ¼	23	18	1	40	Do.
SE. ¼ NW. ¼	23	18	1	40	Do.
NE. ¼ SW. ¼	23	18	1	40	Do.
NW. ¼ SW. ¼	23	18	1	40	Do.
SW. ¼ SW. ¼	23	18	1	40	Do.
SE. ¼ SW. ¼	23	18	1	40	Do.
NE. ¼ SE. ¼	23	18	1	40	Do.
NW. ¼ SE. ¼	23	18	1	40	Do.
SW. ¼ SE. ¼	23	18	1	40	Do.
SE. ¼ SE. ¼	23	18	1	40	Do.
Lots 2 and 3	25	18	1	42. 32	Do.
Lots 5 and 6	25	18	1	25. 79	Do.
Lot 7	25	18	1	28. 81	Do.
NE. ¼ NE. ¼	27	18	1	40	Do.
NW. ¼ NE. ¼	27	18	1	40	Do.
SW. ¼ NE. ¼	27	18	1	40	Do.
SE. ¼ NE. ¼	27	18	1	40	Do.
NE. ¼ NW. ¼	27	18	1	40	Do.
NW. ¼ NW. ¼	27	18	1	40	Do.
SW. ¼ NW. ¼	27	18	1	40	Do.
SE. ¼ NW. ¼	27	18	1	40	Do.
NE. ¼ SW. ¼	27	18	1	40	Do.
NW. ¼ SW. ¼	27	18	1	40	Do.
SW. ¼ SW. ¼	27	18	1	40	Do.
SE. ¼ SW. ¼	27	18	1	40	Do.
NE. ¼ SE. ¼	27	18	1	40	Do.
NW. ¼ SE. ¼	27	18	1	40	Do.
SW. ¼ SE. ¼	27	18	1	40	Do.
SE. ¼ SE. ¼	27	18	1	40	Do.
NE. ¼ NE. ¼	29	18	1	40	Do.
NW. ¼ NE. ¼	29	18	1	40	Do.
SW. ¼ NE. ¼	29	18	1	40	Do.
SE. ¼ NE. ¼	29	18	1	40	Do.
NE. ¼ NW. ¼	29	18	1	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NW. ¼ NW. ¼	29	18	1	40	Selected Dec. 18, 1884. List 2.
SW. ¼ NW. ¼	29	18	1	40	Do.
SE. ¼ NW. ¼	29	18	1	40	Do.
NE. ¼ SW. ¼	29	18	1	40	Do.
NW. ¼ SW. ¼	29	18	1	40	Do.
SW. ¼ SW. ¼	29	18	1	40	Do.
NE. ¼ SE. ¼	29	18	1	40	Do.
NW. ¼ SE. ¼	29	18	1	40	Do.
SE. ¼ SE. ¼	29	18	1	40	Do.
Lot 1	31	18	1	37.56	Do.
Lot 2	31	18	1	37.49	Do.
Lot 3	31	18	1	37.41	Do.
Lot 4	31	18	1	37.33	Do.
NE. ¼ NE. ¼	31	18	1	40	Do.
NW. ¼ NE. ¼	31	18	1	40	Do.
SW. ¼ NE. ¼	31	18	1	40	Do.
SE. ¼ NE. ¼	31	18	1	40	Do.
NE. ¼ NW. ¼	31	18	1	40	Do.
SE. ¼ NW. ¼	31	18	1	40	Do.
NE. ¼ SW. ¼	31	18	1	40	Do.
SE. ¼ SW. ¼	31	18	1	40	Do.
NE. ¼ SE. ¼	31	18	1	40	Do.
NW. ¼ SE. ¼	31	18	1	40	Do.
SW. ¼ SE. ¼	31	18	1	40	Do.
SE. ¼ SE. ¼	31	18	1	40	Do.
NE. ¼ NE. ¼	33	18	1	40	Do.
NE. ¼ SW. ¼	33	18	1	40	Do.
NW. ¼ SW. ¼	33	18	1	40	Do.
SW. ¼ SW. ¼	33	18	1	40	Do.
SE. ¼ SW. ¼	33	18	1	40	Do.
SW. ¼ SE. ¼	33	18	1	40	Do.
SE. ¼ SE. ¼	33	18	1	40	Do.
Lots 2 and 7	35	18	1	50.38	Do.
NE. ¼ NW ¼	35	18	1	40	Do.
NW. ¼ NW ¼	35	18	1	40	Do.
SW. ¼ NW. ¼	35	18	1	40	Do.
NW. ¼ SW. ¼	35	18	1	40	Do.
SW. ¼ SW. ¼	35	18	1	40	Do.
SW. ¼ NW. ¼	1	18	2	40	Do.
NW. ¼ SW. ¼	1	18	2	40	Do.
SW. ¼ SW. ¼	1	18	2	40	Do.
SE. ¼ SW. ¼	1	18	2	40	Do.
SE. ¼ SE. ¼	1	18	2	40	Do.
Lot 2	3	18	2	52.28	Do.
Lot 3	3	18	2	52.28	Do.
Lot 4	3	18	2	52.28	Do.
SW. ¼ NE. ¼	3	18	2	40	Do.
SE. ¼ NE. ¼	3	18	2	40	Do.
SW. ¼ NW. ¼	3	18	2	40	Do.
SE. ¼ NW. ¼	3	18	2	40	Do.
NE. ¼ SW. ¼	3	18	2	40	Do.
NW. ¼ SW. ¼	3	18	2	40	Do.
SW. ¼ SW. ¼	3	18	2	40	Do.
SE. ¼ SW. ¼	3	18	2	40	Do.
NE. ¼ SE. ¼	3	18	2	40	Do.
NW. ¼ SE. ¼	3	18	2	40	Do.
SW. ¼ SE. ¼	3	18	2	40	Do.
SE. ¼ SE. ¼	3	18	2	40	Do.
Lot 1	5	18	2	50.65	Do.
Lot 2	5	18	2	50.57	Do.
Lot 3	5	18	2	50.50	Do.
Lot 4	5	18	2	50.40	Do.
SW. ¼ NE. ¼	5	18	2	40	Do.
SE. ¼ NE. ¼	5	18	2	40	Do.
SW. ¼ NW. ¼	5	18	2	40	Do.
SE. ¼ NW. ¼	5	18	2	40	Do.
NE. ¼ SW. ¼	5	18	2	40	Do.
NW. ¼ SW. ¼	5	18	2	40	Do.
SW. ¼ SW. ¼	5	18	2	40	Do.
SE. ¼ SW. ¼	5	18	2	40	Do.
NE. ¼ SE. ¼	5	18	2	40	Do.
NW. ¼ SE. ¼	5	18	2	40	Do.
SW. ¼ SE. ¼	5	18	2	40	Do.
Lot 1	7	18	2	33.80	Do.
Lot 2	7	18	2	33.80	Do.
NE. ¼ SW. ¼	7	18	2	40	Do.
SE. ¼ SW. ¼	7	18	2	40	Do.
NE. ¼ SE. ¼	7	18	2	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NW. ¼ SE. ¼	7	18	2	40	Selected Dec. 18, 1884. List 2.
SW. ¼ SE. ¼	7	18	2	40	Do.
SE. ¼ SE. ¼	7	18	2	40	Do.
NE. ¼ NE. ¼	9	18	2	40	Do.
NW. ¼ NE. ¼	9	18	2	40	Do.
SW. ¼ NE. ¼	9	18	2	40	Do.
SE. ¼ NE. ¼	9	18	2	40	Do.
NE. ¼ NW. ¼	9	18	2	40	Do.
NW. ¼ NW. ¼	9	18	2	40	Do.
SW. ¼ NW. ¼	9	18	2	40	Do.
SE. ¼ NW. ¼	9	18	2	40	Do.
NE. ¼ SW. ¼	9	18	2	40	Do.
NW. ¼ SW. ¼	9	18	2	40	Do.
SW. ¼ SW. ¼	9	18	2	40	Do.
SE. ¼ SW. ¼	9	18	2	40	Do.
NE. ¼ SE. ¼	9	18	2	40	Do.
NW. ¼ SE. ¼	9	18	2	40	Do.
SW. ¼ SE. ¼	9	18	2	40	Do.
SE. ¼ SE. ¼	9	18	2	40	Do.
NE. ¼ NE. ¼	11	18	2	40	Do.
NW. ¼ NE. ¼	11	18	2	40	Do.
SW. ¼ NE. ¼	11	18	2	40	Do.
SE. ¼ NE. ¼	11	18	2	40	Do.
NE. ¼ NW. ¼	11	18	2	40	Do.
NW. ¼ NW. ¼	11	18	2	40	Do.
SW. ¼ NW. ¼	11	18	2	40	Do.
SE. ¼ NW. ¼	11	18	2	40	Do.
NE. ¼ SW. ¼	11	18	2	40	Do.
NW. ¼ SW. ¼	11	18	2	40	Do.
SW. ¼ SW. ¼	11	18	2	40	Do.
SE. ¼ SW. ¼	11	18	2	40	Do.
NE. ¼ SE. ¼	11	18	2	40	Do.
NW. ¼ SE. ¼	11	18	2	40	Do.
SW. ¼ SE. ¼	11	18	2	40	Do.
SE. ¼ SE. ¼	11	18	2	40	Do.
NE. ¼ NE. ¼	13	18	2	40	Do.
NW. ¼ NE. ¼	13	18	2	40	Do.
SW. ¼ NE. ¼	13	18	2	40	Do.
SE. ¼ NE. ¼	13	18	2	40	Do.
NE. ¼ NW. ¼	13	18	2	40	Do.
NW. ¼ NW. ¼	13	18	2	40	Do.
SW. ¼ NW. ¼	13	18	2	40	Do.
SE. ¼ NW. ¼	13	18	2	40	Do.
NE. ¼ SW. ¼	13	18	2	40	Do.
NW. ¼ SW. ¼	13	18	2	40	Do.
SW. ¼ SW. ¼	13	18	2	40	Do.
SE. ¼ SW. ¼	13	18	2	40	Do.
NE. ¼ SE. ¼	13	18	2	40	Do.
NW. ¼ SE. ¼	13	18	2	40	Do.
SW. ¼ SE. ¼	13	18	2	40	Do.
SE. ¼ SE. ¼	13	18	2	40	Do.
NE. ¼ NE. ¼	15	18	2	40	Do.
NW. ¼ NE. ¼	15	18	2	40	Do.
SW. ¼ NE. ¼	15	18	2	40	Do.
SE. ¼ NE. ¼	15	18	2	40	Do.
NE. ¼ NW. ¼	15	18	2	40	Do.
NW. ¼ NW. ¼	15	18	2	40	Do.
SW. ¼ NW. ¼	15	18	2	40	Do.
SE. ¼ NW. ¼	15	18	2	40	Do.
NE. ¼ SW. ¼	15	18	2	40	Do.
NW. ¼ SW. ¼	15	18	2	40	Do.
SW. ¼ SW. ¼	15	18	2	40	Do.
SE. ¼ SW. ¼	15	18	2	40	Do.
NE. ¼ SE. ¼	15	18	2	40	Do.
NW. ¼ SE. ¼	15	18	2	40	Do.
SW. ¼ SE. ¼	15	18	2	40	Do.
SE. ¼ SE. ¼	15	18	2	40	Do.
NE. ¼ NE. ¼	17	18	2	40	Do.
SE. ¼ NE. ¼	17	18	2	40	Do.
SW. ¼ NW. ¼	17	18	2	40	Do.
NW. ¼ SW. ¼	17	18	2	40	Do.
SW. ¼ SW. ¼	17	18	2	40	Do.
NE. ¼ SE. ¼	17	18	2	40	Do.
SE. ¼ SE. ¼	17	18	2	40	Do.
NE. ¼ NE. ¼	19	18	2	40	Do.
NW. ¼ NE. ¼	19	18	2	40	Do.
SW. ¼ NE. ¼	19	18	2	40	Do.
SE. ¼ NE. ¼	19	18	2	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SE. ¼ SW. ¼	19	18	2	40	Selected Dec. 18, 1884. List 2.
NE. ¼ NW. ¼	21	18	2	40	Do.
NW. ¼ NW. ¼	21	18	2	40	Do.
SW. ¼ NW. ¼	21	18	2	40	Do.
SE. ¼ NW. ¼	21	18	2	40	Do.
NE. ¼ NE. ¼	23	18	2	40	Do.
NW. ¼ NE. ¼	23	18	2	40	Do.
SW. ¼ NE. ¼	23	18	2	40	Do.
SE. ¼ NE. ¼	23	18	2	40	Do.
NE. ¼ NW. ¼	23	18	2	40	Do.
NW. ¼ NW. ¼	23	18	2	40	Do.
SW. ¼ NW. ¼	23	18	2	40	Do.
SE. ¼ NW. ¼	23	18	2	40	Do.
NE. ¼ SW. ¼	23	18	2	40	Do.
NW. ¼ SW. ¼	23	18	2	40	Do.
SW. ¼ SW. ¼	23	18	2	40	Do.
SE. ¼ SW. ¼	23	18	2	40	Do.
NE. ¼ SE. ¼	23	18	2	40	Do.
NW. ¼ SE. ¼	23	18	2	40	Do.
SW. ¼ SE. ¼	23	18	2	40	Do.
SE. ¼ SE. ¼	23	18	2	40	Do.
NE. ¼ NE. ¼	25	18	2	40	Do.
NW. ¼ NE. ¼	25	18	2	40	Do.
SW. ¼ NE. ¼	25	18	2	40	Do.
SE. ¼ NE. ¼	25	18	2	40	Do.
NE. ¼ NW. ¼	25	18	2	40	Do.
NW. ¼ NW. ¼	25	18	2	40	Do.
SW. ¼ NW. ¼	25	18	2	40	Do.
SE. ¼ NW. ¼	25	13	2	40	Do.
NE. ¼ SW. ¼	25	18	2	40	Do.
NW. ¼ SW. ¼	25	18	2	40	Do.
SW. ¼ SW. ¼	25	18	2	40	Do.
SE. ¼ SW. ¼	25	18	2	40	Do.
NE. ¼ SE. ¼	25	18	2	40	Do.
NW. ¼ SE. ¼	25	18	2	40	Do.
SW. ¼ SE. ¼	25	18	2	40	Do.
SE. ¼ SE. ¼	25	18	2	40	Do.
NE. ¼ NE. ¼	27	18	2	40	Do.
NW. ¼ NE. ¼	27	18	2	40	Do.
SW. ¼ NE. ¼	27	18	2	40	Do.
SE. ¼ NE. ¼	27	18	2	40	Do.
NE. ¼ SW. ¼	27	18	2	40	Do.
NW. ¼ SW. ¼	27	18	2	40	Do.
SW. ¼ SW. ¼	27	18	2	40	Do.
SE. ¼ SW. ¼	27	18	2	40	Do.
NE. ¼ SE. ¼	27	18	3	40	Do.
NW. ¼ SE. ¼	27	18	2	40	Do.
SW. ¼ SE. ¼	27	18	2	40	Do.
SE. ¼ SE. ¼	27	18	2	40	Do,
NE. ¼ NE. ¼	35	18	2	40	Do,
NW. ¼ NE. ¼	35	18	2	40	Do.
SW. ¼ NE. ¼	35	18	2	40	Do.
SE. ¼ NE. ¼	35	18	2	40	Do.
Lot 1	31	19	2	33. 97	Do.
Lot 2	31	19	2	33. 91	Do.
Lot 3	31	19	2	33. 85	Do.
Lot 4	31	19	2	33. 79	Do.
NE. ¼ NE. ¼	31	19	2	40	Do.
NW. ¼ NE. ¼	31	19	2	40	Do.
SW. ¼ NE. ¼	31	19	2	40	Do.
SE. ¼ NE. ¼	31	19	2	50	Do.
NE. ¼ NW. ¼	31	19	2	40	Do.
SE. ¼ NW. ¼	31	19	2	40	Do.
NE. ¼ SW. ¼	31	19	2	40	Do.
SE. ¼ SW. ¼	31	19	2	40	Do.
NE. ¼ SE. ¼	31	19	2	40	Do.
NW. ¼ SE. ¼	31	19	2	40	Do.
SW. ¼ SE. ¼	31	19	2	40	Do.
SE. ¼ SE. ¼	31	19	2	40	Do.
SW. ¼ SW. ¼	33	19	2	40	Do.
SE. ¼ SW. ¼	33	19	2	40	Do.
SW. ¼ SE. ¼	33	19	2	40	Do.
SE. ¼ SE. ¼	33	19	2	40	Do.
NE. ¼ SW. ¼	25	19	3	40	Do.
NW. ¼ SW. ¼	25	19	3	40	Do.
SW. ¼ SW. ¼	25	19	3	40	Do.
SE. ¼ SW. ¼	25	19	3	40	Do.
NE. ¼ SE. ¼	25	19	3	40	Do.
NW. ¼ SE. ¼	25	19	3	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SW. ¼ SE. ¼	25	19	3	40	Selected Dec. 18, 1884. List 2.
SE. ¼ SE. ¼	25	19	3	40	Do.
NW. ¼ NE. ¼	27	19	3	40	Do.
SW. ¼ NE. ¼	27	19	3	40	Do.
NE. ¼ NW. ¼	27	19	3	40	Do.
NW. ¼ NW. ¼	27	19	3	40	Do.
SW. ¼ NW. ¼	27	19	3	40	Do.
SE. ¼ NW. ¼	27	19	3	40	Do.
NE. ¼ SW. ¼	27	19	3	40	Do.
NW. ¼ SW. ¼	27	19	3	40	Do.
SW. ¼ SW. ¼	27	19	3	40	Do.
SE. ¼ SW. ¼	27	19	3	40	Do.
NE. ¼ SE. ¼	27	19	3	40	Do.
NW. ¼ SE. ¼	27	19	3	40	Do.
SW. ¼ SE. ¼	27	19	3	40	Do.
SE. ¼ SE. ¼	27	19	3	40	Do.
NE. ¼ NE. ¼	29	19	3	40	Do.
NW. ¼ NE. ¼	29	19	3	40	Do.
SW. ¼ NE. ¼	29	19	3	40	Do.
SE. ¼ NE. ¼	29	19	3	40	Do.
NE. ¼ NW. ¼	29	19	3	40	Do.
NW. ¼ NW. ¼	29	19	3	40	Do.
SW. ¼ NW. ¼	29	19	3	40	Do.
SE. ¼ NW. ¼	29	19	3	40	Do.
NE. ¼ SW. ¼	29	19	3	40	Do.
NW. ¼ SW. ¼	29	19	3	40	Do.
SW. ¼ SW. ¼	29	19	3	40	Do.
SE. ¼ SW. ¼	29	19	3	40	Do.
NE. ¼ SE. ¼	29	19	3	40	Do.
NW. ¼ SE. ¼	29	19	3	40	Do.
SW. ¼ SE. ¼	29	19	3	40	Do.
SE. ¼ SE. ¼	29	19	3	40	Do.
Lot 1	31	19	3	43.19	Do.
Lot 2	31	19	3	42.76	Do.
Lot 3	31	19	3	42.34	Do.
Lot 4	31	19	3	41.91	Do.
NE. ¼ NE. ¼	31	19	3	40	Do.
NW. ¼ NE. ¼	31	19	3	40	Do.
SW. ¼ NE. ¼	31	19	3	40	Do.
SE. ¼ NE. ¼	31	19	3	40	Do.
NE. ¼ SE. ¼	31	19	3	40	Do.
NW. ¼ SE. ¼	31	19	3	40	Do.
SW. ¼ SE. ¼	31	19	3	40	Do.
SE. ¼ SE. ¼	31	19	3	40	Do.
NE. ¼ NE. ¼	33	19	3	40	Do.
NW. ¼ NE. ¼	33	19	3	40	Do.
SW. ¼ NE. ¼	33	19	3	40	Do.
SE. ¼ NE. ¼	33	19	3	40	Do.
NE. ¼ NW. ¼	33	19	3	40	Do.
NW. ¼ NW. ¼	33	19	3	40	Do.
SW. ¼ NW. ¼	33	19	3	40	Do.
SE. ¼ NW. ¼	33	19	3	40	Do.
NE. ¼ SW. ¼	33	19	3	40	Do.
NW. ¼ SW. ¼	33	19	3	40	Do.
SW. ¼ SW. ¼	33	19	3	40	Do.
SE. ¼ SW. ¼	33	19	3	40	Do.
NE. ¼ SE. ¼	33	19	3	40	Do.
NW. ¼ SE. ¼	33	19	3	40	Do.
SW. ¼ SE. ¼	33	19	3	40	Do.
SE. ¼ SE. ¼	33	19	3	40	Do.
NE. ¼ NE. ¼	35	19	3	40	Do.
NW. ¼ NE. ¼	35	19	3	40	Do.
SW. ¼ NE. ¼	35	19	3	40	Do.
SE. ¼ NE. ¼	35	19	3	40	Do.
NE. ¼ NW. ¼	35	19	3	40	Do.
NW. ¼ NW. ¼	35	19	3	40	Do.
SW. ¼ NW. ¼	35	19	3	40	Do.
SE. ¼ NW. ¼	35	19	3	40	Do.
SW. ¼ SW. ¼	35	19	3	40	Do.
SE. ¼ SW. ¼	35	19	3	40	Do.
SW. ¼ SE. ¼	35	19	3	40	Do.
SE. ¼ SE. ¼	35	19	3	40	Do.
Lot 1	1	17	4	37.91	Do.
Lot 2	1	17	4	33.86	Do.
Lots 3 and 4	1	17	4	55.55	Do.
SW. ¼ NE. ¼	1	17	4	40	Do.
SE. ¼ NE. ¼	1	17	4	40	Do.
SW. ¼ NW. ¼	1	17	4	40	Do.
SE. ¼ NW. ¼	1	17	4	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NE. ¼ SW. ¼	1	17	4	40	Selected Dec. 18, 1884. List 2.
SE. ¼ SW. ¼	1	17	4	40	Do.
NE. ¼ SE. ¼	1	17	4	40	Do.
NW. ¼ SE. ¼	1	17	4	40	Do.
SW. ¼ SE. ¼	1	17	4	40	Do.
SE. ¼ SE. ¼	1	17	4	40	Do.
Lots 1 and 2	3	17	4	53.26	Do.
Lots 3 and 4	3	17	4	54.28	Do.
SW. ¼ NE. ¼	3	17	4	40	Do.
SE. ¼ NE. ¼	3	17	4	40	Do.
SW. ¼ NW. ¼	3	17	4	40	Do.
SE. ¼ NW. ¼	3	17	4	40	Do.
NE. ¼ SW. ¼	3	17	4	40	Do.
NW. ¼ SW. ¼	3	17	4	40	Do.
SW. ¼ SW. ¼	3	17	4	40	Do.
SE. ¼ SW. ¼	3	17	4	40	Do.
NE. ¼ SE. ¼	3	17	4	40	Do.
NW. ¼ SE. ¼	3	17	4	40	Do.
SW. ¼ SE. ¼	3	17	4	40	Do.
SE. ¼ SE. ¼	3	17	4	40	Do.
Lot 1	5	17	4	29.74	Do.
Lot 2	5	17	4	30.28	Do.
Lot 3	5	17	4	30.64	Do.
Lot 4	5	17	4	30.98	Do.
SW. ¼ NE. ¼	5	17	4	40	Do.
SE. ¼ NE. ¼	5	17	4	40	Do.
SW. ¼ NW. ¼	5	17	4	40	Do.
SE. ¼ NW. ¼	5	17	4	40	Do.
NE. ¼ SW. ¼	5	17	4	40	Do.
NW. ¼ SW. ¼	5	17	4	40	Do.
SW. ¼ SW. ¼	5	17	4	40	Do.
SE. ¼ SW. ¼	5	17	4	40	Do.
NE. ¼ SE. ¼	5	17	4	40	Do.
NW. ¼ SE. ¼	5	17	4	40	Do.
SW. ¼ SE. ¼	5	17	4	40	Do.
SE. ¼ SE. ¼	5	17	4	40	Do.
Lot 1	7	17	4	36.15	Do.
Lot 2	7	17	4	36.45	Do.
NE. ¼ NE. ¼	7	17	4	40	Do.
NW. ¼ NE. ¼	7	17	4	40	Do.
SW. ¼ NE. ¼	7	17	4	40	Do.
SE. ¼ NE. ¼	7	17	4	40	Do.
NE. ¼ NW. ¼	7	17	4	40	Do.
SE. ¼ NW. ¼	7	17	4	40	Do.
NE. ¼ SE. ¼	7	17	4	40	Do.
NW. ¼ SE. ¼	7	17	4	40	Do.
NE. ¼ NE. ¼	9	17	4	40	Do.
NW. ¼ NE. ¼	9	17	4	40	Do.
SW. ¼ NE. ¼	9	17	4	40	Do.
SE. ¼ NE. ¼	9	17	4	40	Do.
NE. ¼ NW. ¼	9	17	4	40	Do.
NW. ¼ NW. ¼	9	17	4	40	Do.
SW. ¼ NW. ¼	9	17	4	40	Do.
SE. ¼ NW. ¼	9	17	4	40	Do.
NE. ¼ SW. ¼	9	17	4	40	Do.
NW. ¼ SW. ¼	9	17	4	40	Do.
NE. ¼ SE. ¼	9	17	4	40	Do.
NW. ¼ SE. ¼	9	17	4	40	Do.
NW. ¼ NE. ¼	11	17	4	40	Do.
SW. ¼ NE. ¼	11	17	4	40	Do.
NE. ¼ NW. ¼	11	17	4	40	Do.
NW. ¼ NW. ¼	11	17	4	40	Do.
SW. ¼ NW. ¼	11	17	4	40	Do.
SE. ¼ NW. ¼	11	17	4	40	Do.
		S.	*W.*		
NE. ¼ NE. ¼	13	6	3	40	Selected July 2, 1885. List 7.
NW. ¼ NE. ¼	13	6	3	40	Do.
SW. ¼ NE. ¼	13	6	3	40	Do.
SE. ¼ NE. ¼	13	6	3	40	Do.
NE. ¼ NW. ¼	13	6	3	40	Do.
NW. ¼ NW. ¼	13	6	3	40	Do.
SW. ¼ NW. ¼	13	6	3	40	Do.
SE. ¼ NW. ¼	13	6	3	40	Do.
NE. ¼ SW. ¼	13	6	3	40	Do.
NW. ¼ SW. ¼	13	6	3	40	Do.
SW. ¼ SW. ¼	13	6	3	40	Do.
SE. ¼ SW. ¼	13	6	3	40	Do.
NE. ¼ SE. ¼	13	6	3	40	Do.
NW. ¼ SE. ¼	13	6	3	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ SE. ¼	13	6	3	40	Selected July 2, 1885. List 7.
SE. ¼ SE. ¼	13	6	3	40	Do.
NE. ¼ NE. ¼	15	6	3	40	Do.
NW. ¼ NE. ¼	15	6	3	40	Do.
SW. ¼ NE. ¼	15	6	3	40	Do.
SE. ¼ NE. ¼	15	6	3	40	Do.
NE. ¼ NW. ¼	15	6	3	40	Do.
NW. ¼ NW. ¼	15	6	3	40	Do.
SE. ¼ SW. ¼	15	6	3	40	Do.
NE. ¼ SE. ¼	15	6	3	40	Do.
NW. ¼ SE. ¼	15	6	3	40	Do.
SW. ¼ SE. ¼	15	6	3	40	Do.
SE. ¼ SE. ¼	15	6	3	40	Do.
NE. ¼ NE. ¼	25	6	3	40	Do.
NW. ¼ NE. ¼	25	6	3	40	Do.
SW. ¼ NE. ¼	25	6	3	40	Do.
SE. ¼ NE. ¼	25	6	3	40	Do.
NE. ¼ NW. ¼	25	6	3	40	Do.
NW. ¼ NW. ¼	25	6	3	40	Do.
SW. ¼ NW. ¼	25	6	3	40	Do.
SE. ¼ NW. ¼	25	6	3	40	Do,
NE. ¼ SW. ¼	25	6	3	40	Do.
NW. ¼ SW. ¼	25	6	3	40	Do.
SW. ¼ SW. ¼	25	6	3	40	Do.
SE. ¼ SW. ¼	25	6	3	40	Do.
NE. ¼ SE. ¼	25	6	3	40	Do.
NW. ¼ SE. ¼	25	6	3	40	Do.
SW. ¼ SE. ¼	25	6	3	40	Do.
SE. ¼ SE. ¼	25	6	3	40	Do.
SW. ¼ NE. ¼	3	5	3	40	Do.
SE. ¼ NE. ¼	3	5	3	40	Do.
SW. ¼ NW. ¼	3	5	3	40	Do.
SE. ¼ NW. ¼	3	5	3	40	Do.
NE. ¼ SW. ¼	3	5	3	40	Do.
NW. ¼ SW. ¼	3	5	3	40	Do.
SW. ¼ SW. ¼	3	5	3	40	Do.
SE. ¼ SW. ¼	3	5	3	40	Do.
NE. ¼ SE. ¼	3	5	3	40	Do.
NW. ¼ SE. ¼	3	5	3	40	Do.
SW. ¼ SE. ¼	3	5	3	40	Do.
SE. ¼ SE. ¼	3	5	3	40	Do.
NE. ¼ NE. ¼	9	5	3	40	Do.
NW. ¼ NE. ¼	9	5	3	40	Do.
SW. ¼ NE. ¼	9	5	3	40	Do.
SE. ¼ NE. ¼	9	5	3	40	Do.
NE. ¼ SE. ¼	9	5	3	40	Do.
NW. ¼ SE. ¼	9	5	3	40	Do.
SW. ¼ SE. ¼	9	5	3	40	Do.
SE. ¼ SE. ¼	9	5	4	40	Do.
NW. ¼ NE. ¼	11	5	3	40	Do.
SW. ¼ NE. ¼	11	5	3	40	Do.
NE. ¼ NW. ¼	11	5	3	40	Do.
NW. ¼ NW. ¼	11	5	3	40	Do.
SW. ¼ NW. ¼	11	5	3	40	Do.
SE. ¼ NW. ¼	11	5	3	40	Do.
NE. ¼ SW. ¼	11	5	3	40	Do.
NW. ¼ SW. ¼	11	5	3	40	Do.
SW. ¼ SW. ¼	11	5	2	40	Do.
SE. ¼ SW. ¼	11	5	3	40	Do.
NE. ¼ SE. ¼	11	5	3	40	Do.
NW. ¼ SE. ¼	11	5	3	40	Do.
SW. ¼ SE. ¼	11	5	3	40	Do.
SE. ¼ SE. ¼	11	5	3	40	Do.
NE. ¼ NE. ¼	13	5	3	40	Do.
NW. ¼ NE. ¼	13	5	3	40	Do.
SW. ¼ NE. ¼	13	5	3	40	Do.
SE. ¼ NE. ¼	13	5	3	40	Do.
NE. ¼ NW. ¼	13	5	3	40	Do.
NW. ¼ NW. ¼	13	5	3	40	Do.
SW. ¼ NW. ¼	13	5	3	40	Do.
SE. ¼ NW. ¼	13	5	3	40	Do.
NE. ¼ SW. ¼	13	5	3	40	Do.
NW. ¼ SW. ¼	13	5	3	40	Do.
SW. ¼ SW. ¼	13	5	3	40	Do.
SE. ¼ SW. ¼	13	5	3	40	Do.
NE. ¼ SE. ¼	13	5	3	40	Do.
NW. ¼ SE. ¼	13	5	3	40	Do.
SW. ¼ SE. ¼	13	5	3	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ SE. ¼	13	5	3	40	Selected July 2, 1885. List 7.
NE. ¼ NE. ¼	15	5	3	40	Do.
NW. ¼ NE. ¼	15	5	3	40	Do.
SW. ¼ NE. ¼	15	5	3	40	Do.
SE. ¼ NE. ¼	15	5	3	40	Do.
NE. ¼ NW. ¼	15	5	3	40	Do.
NW. ¼ NW. ¼	15	5	3	40	Do.
SW. ¼ NW. ¼	15	5	3	40	Do.
SE. ¼ NW. ¼	15	5	3	40	Do.
NE. ¼ SW. ¼	15	5	3	40	Do.
NW. ¼ SW. ¼	15	5	3	40	Do.
SW. ¼ SW. ¼	15	5	3	40	Do.
SE. ¼ SW. ¼	15	5	3	40	Do.
NE. ¼ SE. ¼	15	5	3	40	Do.
NW. ¼ SE. ¼	15	5	3	40	Do.
SW. ¼ SE. ¼	15	5	3	40	Do.
SE. ¼ SE. ¼	15	5	3	40	Do.
NE. ¼ NE. ¼	21	5	3	40	Do.
NW. ¼ NE. ¼	21	5	3	40	Do.
SW. ¼ NE. ¼	21	5	3	40	Do.
SE. ¼ NE. ¼	21	5	3	40	Do.
NE. ¼ NW. ¼	21	5	3	40	Do.
NW. ¼ NW. ¼	21	5	3	40	Do.
SW. ¼ NW. ¼	21	5	3	40	Do.
SE. ¼ NW. ¼	21	5	3	40	Do.
NE. ¼ SW. ¼	21	5	3	40	Do.
NW. ¼ SW. ¼	21	5	3	40	Do.
SW. ¼ SW. ¼	21	5	3	40	Do.
SE. ¼ SW. ¼	21	5	3	40	Do.
NE. ¼ SE. ¼	21	5	3	40	Do.
NW. ¼ SE. ¼	21	5	3	40	Do.
SW. ¼ SE. ¼	21	5	3	40	Do.
SE. ¼ SE. ¼	21	5	3	40	Do.
NE. ¼ NE. ¼	23	5	3	40	Do.
NW. ¼ NE. ¼	23	5	3	40	Do.
SW. ¼ NE. ¼	23	5	3	40	Do.
SE. ¼ NE. ¼	23	5	3	40	Do.
NE. ¼ NW. ¼	23	5	3	40	Do.
NW. ¼ NW. ¼	23	5	3	40	Do.
SW. ¼ NW. ¼	23	5	3	40	Do.
SE. ¼ NW. ¼	23	5	3	40	Do.
NE. ¼ SW. ¼	23	5	3	40	Do.
NW. ¼ SW. ¼	23	5	3	40	Do.
SW. ¼ SW. ¼	23	5	3	40	Do.
SE. ¼ SW. ¼	23	5	3	40	Do.
NE. ¼ SE. ¼	23	5	3	40	Do.
NW. ¼ SE. ¼	23	5	3	40	Do.
SW. ¼ SE. ¼	23	5	3	40	Do.
SE. ¼ SE. ¼	23	5	3	40	Do.
NE. ¼ NE. ¼	25	5	3	40	Do.
NW. ¼ NE. ¼	25	5	3	40	Do.
SW. ¼ NE. ¼	25	5	3	40	Do.
SE. ¼ NE. ¼	25	5	3	40	Do.
NE. ¼ NW. ¼	25	5	3	40	Do.
NW. ¼ NW. ¼	25	5	3	40	Do.
SW. ¼ NW. ¼	25	5	3	40	Do.
SE. ¼ NW. ¼	25	5	3	40	Do.
NE. ¼ SW. ¼	25	5	3	40	Do.
NW. ¼ SW. ¼	25	5	3	40	Do.
SW. ¼ SW. ¼	25	5	3	40	Do.
SE. ¼ SW. ¼	25	5	3	40	Do.
NE. ¼ SE. ¼	25	5	3	40	Do.
NW. ¼ SE. ¼	25	5	3	40	Do.
SW. ¼ SE. ¼	25	5	3	40	Do.
SE. ¼ SE. ¼	25	5	3	40	Do.
NE. ¼ NE. ¼	27	5	3	40	Do.
NW. ¼ NE. ¼	27	5	3	40	Do.
SW. ¼ NE. ¼	27	5	3	40	Do.
SE. ¼ NE. ¼	27	5	3	40	Do.
NE. ¼ NW. ¼	27	5	3	40	Do.
NW. ¼ NW. ¼	27	5	3	40	Do.
SW. ¼ NW. ¼	27	5	3	40	Do.
SE. ¼ NW. ¼	27	5	3	40	Do.
NE. ¼ SW. ¼	27	5	3	40	Do.
NW. ¼ SW. ¼	27	5	3	40	Do.
SW. ¼ SW. ¼	27	5	3	40	Do.
SE. ¼ SW. ¼	27	5	3	40	Do.
NE. ¼ SE. ¼	27	5	3	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
NW. ¼ SE. ¼	27	5	3	40	Selected July 2, 1885. List 2.
SW. ¼ SE. ¼	27	5	3	40	Do.
SE. ¼ SE. ¼	27	5	3	40	Do.
NE. ¼ NE. ¼	29	5	3	40	Do.
NW. ¼ NE. ¼	29	5	3	40	Do.
SW. ¼ NE. ¼	29	5	3	40	Do.
SE. ¼ NE. ¼	29	5	3	40	Do.
NE. ¼ NW. ¼	29	5	3	40	Do.
NW. ¼ NW. ¼	29	5	3	40	Do.
SW. ¼ NW. ¼	29	5	3	40	Do.
SE. ¼ NW. ¼	29	5	3	40	Do.
NE. ¼ SW. ¼	29	5	3	40	Do.
NW. ¼ SW. ¼	29	5	3	40	Do.
SW. ¼ SW. ¼	29	5	3	40	Do.
SE. ¼ SW. ¼	29	5	3	40	Do.
NE. ¼ SE. ¼	29	5	3	40	Do.
NW. ¼ SE. ¼	29	5	3	40	Do.
SW. ¼ SE. ¼	29	5	3	40	Do.
SE. ¼ SE. ¼	29	5	3	40	Do.
Lot 1	31	5	3	39. 96	Do.
Lot 2	31	5	3	39. 97	Do.
Lot 3	31	5	3	39. 98	Do.
Lot 4	31	5	3	39. 99	Do.
NE. ¼ NE. ¼	31	5	3	40	Do.
NW. ¼ NE. ¼	31	5	3	40	Do.
SW. ¼ NE. ¼	31	5	3	40	Do.
SE. ¼ NE. ¼	31	5	3	40	Do.
NE. ¼ NW. ¼	31	5	3	40	Do.
SE. ¼ NW. ¼	31	5	3	40	Do.
NE. ¼ SW. ¼	31	5	3	40	Do.
SE. ¼ SW. ¼	31	5	3	40	Do.
NE. ¼ SE. ¼	31	5	3	40	Do.
NW. ¼ SE. ¼	31	5	3	40	Do.
SW. ¼ SE. ¼	31	5	3	40	Do.
SE. ¼ SE. ¼	31	5	3	40	Do.
NE. ¼ NE. ¼	33	5	3	40	Do.
NW. ¼ NE. ¼	33	5	3	40	Do.
SW. ¼ NE. ¼	33	5	3	40	Do.
SE. ¼ NE. ¼	33	5	3	40	Do.
NE. ¼ NW. ¼	33	5	3	40	Do.
NW. ¼ NW. ¼	33	5	3	40	Do.
SW. ¼ NW. ¼	33	5	3	40	Do.
SE. ¼ NW. ¼	33	5	3	40	Do.
NE. ¼ SW. ¼	33	5	3	40	Do.
NW. ¼ SW. ¼	33	5	3	40	Do.
SW. ¼ SW. ¼	33	5	3	40	Do.
SE. ¼ SW. ¼	33	5	3	40	Do.
NE. ¼ SE. ¼	33	5	3	40	Do.
NW. ¼ SE. ¼	33	5	3	40	Do.
SW. ¼ SE. ¼	33	5	3	40	Do.
SE. ¼ SE. ¼	33	5	3	40	Do.
NE. ¼ NW. ¼	35	5	3	40	Do.
NW. ¼ NW¼	35	5	3	40	Do.
SW. ¼ NW. ¼	35	5	3	40	Do.
SE. ¼ NW. ¼	35	5	3	40	Do.
NE. ¼ SE. ¼	35	5	3	40	Do.
SW. ¼ SE. ¼	35	5	3	40	Do.
SE. ¼ SE. ¼	35	5	3	40	Do.
NE. ¼ NE. ¼	23	6	4	40	Do.
NW. ¼ NE. ¼	23	6	4	40	Do.
NE. ¼ NW. ¼	23	6	4	40	Do.
NE. ¼ SW. ¼	7	5	4	40	Do.
SE. ¼ SW. ¼	7	5	4	40	Do.
NE. ¼ SE. ¼	7	5	4	40	Do.
NW. ¼ SE. ¼	7	5	4	40	Do.
SW. ¼ SE. ¼	7	5	4	40	Do.
SE. ¼ SE. ¼	7	5	4	40	Do.
NE. ¼ NW. ¼	17	5	4	40	Do.
NW. ¼ NW. ¼	17	5	4	40	Do.
SE. ¼ NW. ¼	17	5	4	40	Do.
NE. ¼ SW. ¼	17	5	4	40	Do.
NE. ¼ SE. ¼	17	5	4	40	Do.
NW. ¼ SE. ¼	17	5	4	40	Do.
SW. ¼ SE. ¼	17	5	4	40	Do.
SE. ¼ SE. ¼	17	5	4	40	Do.
NW. ¼ SE. ¼	19	5	4	40	Do.
NE. ¼ SW. ¼	19	5	4	40	Do.
NE. ¼ NW. ¼	27	5	4	40	Do.
NW. ¼ NW. ¼	27	5	4	40	Do.
SW. ¼ NW. ¼	27	5	4	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
N. ½ of SE. ¼ of NW. ¼	27	5	4	20	Selected July 2, 1885. List 7.
SW. ¼ NE. ¼	29	5	4	40	Do.
NE. ¼ NE. ¼	33	5	4	40	Do.
NW. ¼ NE. ¼	33	5	4	40	Do.
SW. ¼ NE. ¼	33	5	4	40	Do.
SE. ¼ NE. ¼	33	5	4	40	Do.
NE. ¼ NW. ¼	33	5	4	40	Do.
NW. ¼ NW. ¼	33	5	4	40	Do.
SE. ¼ NW. ¼	33	5	4	40	Do.
NE. ¼ SW. ¼	33	5	4	40	Do.
NE. ¼ SE. ¼	33	5	4	40	Do.
NW. ¼ SE. ¼	33	5	4	40	Do.
SW. ¼ SE. ¼	33	5	4	40	Do.
SE. ¼ SE. ¼	33	5	4	40	Do.
NW. ¼ NE. ¼	19	4	4	40	Do.
SW. ¼ NE. ¼	19	4	4	40	Do.
NE. ¼ SW. ¼	19	4	4	40	Do.
NE. ¼ SE. ¼	19	4	4	40	Do.
NW. ¼ SE. ¼	19	4	4	40	Do.
Lot 1	1	5	5	39. 70	Do.
Lot 2	1	5	5	39. 09	Do.
Lot 3	1	5	5	38. 49	Do.
Lot 4	1	5	5	37. 88	Do.
SW. ¼ NE. ¼	1	5	5	40	Do.
SE. ¼ NE. ¼	1	5	5	40	Do.
SW. ¼ NW. ¼	1	5	5	40	Do.
SE. ¼ NW. ¼	1	5	5	40	Do.
NE. ¼ SW. ¼	1	5	5	40	Do.
NW. ¼ SW. ¼	1	5	5	40	Do.
SW. ¼ SW. ¼	1	5	5	40	Do.
SE. ¼ SW. ¼	1	5	5	40	Do.
NE. ¼ SE. ¼	1	5	5	40	Do.
NW. ¼ SE. ¼	1	5	5	40	Do.
SW. ¼ SE. ¼	1	5	5	40	Do.
SE. ¼ SE. ¼	1	5	5	40	Do.
Lot 1	3	5	5	37. 56	Do.
Lot 2	3	5	5	37. 54	Do.
Lot 3	3	5	5	37. 55	Do.
Lot 4	3	5	5	37. 54	Do.
SW. ¼ NE. ¼	3	5	5	40	Do.
SE. ¼ NE. ¼	3	5	5	40	Do.
SW. ¼ NW. ¼	3	5	5	40	Do.
SE. ¼ NW. ¼	3	5	5	40	Do.
NE. ¼ SW. ¼	3	5	5	40	Do.
NW. ¼ SW. ¼	3	5	5	40	Do.
SW. ¼ SW. ¼	3	5	5	40	Do.
SE. ¼ SW. ¼	3	5	5	40	Do.
NE. ¼ SE. ¼	3	5	5	40	Do.
NW. ¼ SE. ¼	3	5	5	40	Do.
NW. ¼ NW. ¼	9	5	5	40	Do.
NE. ¼ SE. ¼	9	5	5	40	Do.
NW. ¼ SE. ¼	9	5	5	40	Do.
SW. ¼ SE. ¼	9	5	5	40	Do.
SE. ¼ SE. ¼	9	5	5	40	Do.
NE. ¼ NE. ¼	11	5	5	40	Do.
NW. ¼ NE. ¼	11	5	5	40	Do.
SW. ¼ NE. ¼	11	5	5	40	Do.
SE. ¼ NE. ¼	11	5	5	40	Do.
NE. ¼ NW. ¼	11	5	5	40	Do.
NW. ¼ NW. ¼	11	5	5	40	Do.
SE. ¼ NW. ¼	11	5	5	40	Do.
SW. ¼ SE. ¼	11	5	5	40	Do.
SW. ¼ SW. ¼	13	5	5	40	Do.
NE. ¼ SW. ¼	15	5	5	40	Do.
NW. ¼ SE. ¼	15	5	5	40	Do.
NE. ¼ NE. ¼	23	5	5	40	Do.
NW. ¼ NE. ¼	23	5	5	40	Do.
SE. ¼ NW. ¼	23	5	5	40	Do.
NE. ¼ SW. ¼	23	5	5	40	Do.
NE. ¼ NE. ¼	25	5	5	40	Do.
NW. ¼ NE. ¼	25	5	5	40	Do.
SW. ¼ NE. ¼	25	5	5	40	Do.
SE. ¼ NE. ¼	25	5	5	40	Do.
NE. ¼ NW. ¼	25	5	5	40	Do.
NW. ¼ NW. ¼	25	5	5	40	Do.
SE. ¼ NW. ¼	25	5	5	40	Do.
NE. ¼ SW. ¼	25	5	5	40	Do.
NE. ¼ SE. ¼	25	5	5	40	Do.
NW. ¼ SE. ¼	25	5	5	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ SE. ¼	25	5	5	40	Selected July 2, 1885. List 7.
Lot 1	5	4	5	40. 89	Do.
Lot 2	5	4	5	40. 72	Do.
Lot 3	5	4	5	40. 55	Do.
Lot 4	5	4	5	40. 38	Do.
SW. ¼ NE. ¼	5	4	5	40	Do.
SE. ¼ NE. ¼	5	4	5	40	Do.
SW. ¼ NW. ¼	5	4	5	40	Do.
SE. ¼ NW. ¼	5	4	5	40	Do.
NE. ¼ SW. ¼	5	4	5	40	Do.
NW. ¼ SW. ¼	5	4	5	40	Do.
SW. ¼ SW. ¼	5	4	5	40	Do.
SE. ¼ SW. ¼	5	4	5	40	Do.
NE. ¼ SE. ¼	5	4	5	40	Do.
NW. ¼ SE. ¼	5	4	5	40	Do.
SW. ¼ SE. ¼	5	4	5	40	Do.
SE. ¼ SE. ¼	5	4	5	40	Do.
Lot 1	7	4	5	39. 65	Do.
Lot 2	7	4	5	39. 62	Do.
Lot 3	7	4	5	39. 60	Do.
Lot 4	7	4	5	39. 57	Do.
NE. ¼ NE. ¼	7	4	5	40	Do.
NW. ¼ NE. ¼	7	4	5	40	Do.
SW. ¼ NE. ¼	7	4	5	40	Do.
SE. ¼ NE. ¼	7	4	5	40	Do.
NE. ¼ NW. ¼	7	4	5	40	Do.
SE. ¼ NW. ¼	7	4	5	40	Do.
NE. ¼ SW. ¼	7	4	5	40	Do.
SE. ¼ SW. ¼	7	4	5	40	Do.
NE. ¼ SE. ¼	7	4	5	40	Do.
NW. ¼ SE. ¼	7	4	5	40	Do.
SW. ¼ SE. ¼	7	4	5	40	Do.
NE. ¼ NE. ¼	9	4	5	40	Do.
NW. ¼ NE. ¼	9	4	5	40	Do.
SW. ¼ NE. ¼	9	4	5	40	Do.
SE. ¼ NE. ¼	9	4	5	40	Do.
NE. ¼ NW. ¼	9	4	5	40	Do.
NW. ¼ NW. ¼	9	4	5	40	Do.
SW. ¼ NW. ¼	9	4	5	40	Do.
SE. ¼ NW. ¼	9	4	5	40	Do.
NE. ¼ SW. ¼	9	4	5	40	Do.
NW. ¼ SW. ¼	9	4	5	40	Do.
SW. ¼ SW. ¼	9	4	5	40	Do.
SE. ¼ SW. ¼	9	4	5	40	Do.
NE. ¼ SE. ¼	9	4	5	40	Do.
NW. ¼ SE. ¼	9	4	5	40	Do.
SW. ¼ SE. ¼	9	4	5	40	Do.
SE. ¼ SE. ¼	9	4	5	40	Do.
NE. ¼ NE. ¼	11	4	5	40	Do.
NW. ¼ NE. ¼	11	4	5	40	Do.
SW. ¼ NE. ¼	11	4	5	40	Do.
SE. ¼ NE. ¼	11	4	5	40	Do.
NE. ¼ NW. ¼	11	4	5	40	Do.
NW. ¼ NW. ¼	11	4	5	40	Do.
SW. ¼ NW. ¼	11	4	5	40	Do.
SE. ¼ NW. ¼	11	4	5	40	Do.
NE. ¼ SW. ¼	11	4	5	40	Do.
NW. ¼ SW. ¼	11	4	5	40	Do.
SW. ¼ SW. ¼	11	4	5	40	Do.
SE. ¼ SW. ¼	11	4	5	40	Do.
NE. ¼ NW. ¼	13	4	5	40	Do.
SE. ¼ NW. ¼	13	4	5	40	Do.
NW. ¼ NE. ¼	15	4	5	40	Do.
NE. ¼ SW. ¼	15	4	5	40	Do.
NW. ¼ SW. ¼	15	4	5	40	Do.
SW. ¼ SW. ¼	15	4	5	40	Do.
SE. ¼ SW. ¼	15	4	5	40	Do.
NE. ¼ SE. ¼	15	4	5	40	Do.
NW. ¼ SE. ¼	15	4	5	40	Do.
SW. ¼ NE. ¼	17	4	5	40	Do.
SE. ¼ NE. ¼	17	4	5	40	Do.
SW. ¼ NW. ¼	17	4	5	40	Do.
SE. ¼ NW. ¼	17	4	5	40	Do.
NE. ¼ SW. ¼	17	4	5	40	Do.
NW. ¼ SW. ¼	17	4	5	40	Do.
SW. ¼ SW. ¼	17	4	5	40	Do.
SE. ¼ SW. ¼	17	4	5	40	Do.
NE. ¼ SE ¼	17	4	5	40	Do.
NW. ¼ SE. ¼	17	4	5	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ SE. ¼	17	4	5	40	Selected July 2, 1885. List 7.
SE. ¼ SE. ¼	17	4	5	40	Do.
NE. ¼ NW. ¼	21	4	5	40	Do.
NW. ¼ NW. ¼	21	4	5	40	Do.
SW. ¼ SW. ¼	21	4	5	40	Do.
SE. ¼ SW. ¼	21	4	5	40	Do.
NE. ¼ NE. ¼	23	4	5	40	Do.
NW. ¼ NE. ¼	23	4	5	40	Do.
SW. ¼ NE. ¼	23	4	5	40	Do.
SE. ¼ NE. ¼	23	4	5	40	Do.
SW. ¼ NW. ¼	23	4	5	40	Do.
SE. ¼ NW. ¼	23	4	5	40	Do.
NE. ¼ SW. ¼	23	4	5	40	Do.
NW. ¼ SW. ¼	23	4	5	40	Do.
NE. ¼ SE. ¼	23	4	5	40	Do.
NW. ¼ SE. ¼	23	4	5	40	Do.
SW. ¼ SE. ¼	23	4	5	40	Do.
SW. ¼ NE. ¼	25	4	5	40	Do.
SE. ¼ NE. ¼	25	4	5	40	Do.
NE. ¼ SW. ¼	25	4	5	40	Do.
SE. ¼ SW. ¼	25	4	5	40	Do.
NE. ¼ SE. ¼	25	4	5	40	Do.
NW. ¼ SE. ¼	25	4	5	40	Do.
NE. ¼ NE. ¼	29	4	5	40	Do.
NW. ¼ NE. ¼	29	4	5	40	Do.
SW. ¼ NE. ¼	29	4	5	40	Do.
SE. ¼ NE. ¼	29	4	5	40	Do.
NE. ¼ NW. ¼	29	4	5	40	Do.
NW. ¼ NW. ¼	29	4	5	40	Do.
SW. ¼ NW. ¼	29	4	5	40	Do.
SE. ¼ NW. ¼	29	4	5	40	Do.
NW. ¼ SW. ¼	29	4	5	40	Do.
SW. ¼ SW. ¼	29	4	5	40	Do.
NE. ¼ SE. ¼	29	4	5	40	Do.
SE. ¼ SE. ¼	29	4	5	40	Do.
NE. ¼ NE. ¼	35	4	5	40	Do.
NW. ¼ NE. ¼	35	4	5	40	Do.
SW. ¼ NE. ¼	35	4	5	40	Do.
NE. ¼ NW. ¼	35	4	5	40	Do.
SW. ¼ NW. ¼	35	4	5	40	Do.
SE. ¼ NW. ¼	35	4	5	40	Do.
NE. ¼ SW. ¼	35	4	5	40	Do.
NW. ¼ SW. ¼	35	4	5	40	Do.
SW. ¼ SW. ¼	35	4	5	40	Do.
Lot 1	3	3	5	41.56	Do.
Lot 2	3	3	5	41.56	Do.
Lot 3	3	3	5	41.56	Do.
Lot 4	3	3	5	41.56	Do.
SW. ¼ NE. ¼	3	3	5	40	Do.
SE. ¼ NE. ¼	3	3	5	40	Do.
SW. ¼ NW. ¼	3	3	5	40	Do.
SE. ¼ NW. ¼	3	3	5	40	Do.
NE. ¼ SW. ¼	3	3	5	40	Do.
NW. ¼ SW. ¼	3	3	5	40	Do.
SW. ¼ SW¼	3	3	5	40	Do.
Lot 1	5	3	5	41.44	Do.
Lot 2	5	3	5	41.42	Do.
Lot 3	5	3	5	41.40	Do.
Lot 4	5	3	5	41.38	Do.
SW. ¼ NE. ¼	5	3	5	40	Do.
SE. ¼ NE. ¼	5	3	5	40	Do.
SW. ¼ NW. ¼	5	3	5	40	Do.
SE. ¼ NW. ¼	5	3	5	40	Do.
NE. ¼ SW. ¼	5	3	5	40	Do.
NW. ¼ SW. ¼	5	3	5	40	Do.
SW. ¼ SW. ¼	5	3	5	40	Do.
SE. ¼ SW. ¼	5	3	5	40	Do.
NE. ¼ SE. ¼	5	3	5	40	Do.
NW. ¼ SE. ¼	5	3	5	40	Do.
SW. ¼ SE. ¼	5	3	5	40	Do.
SE. ¼ SE. ¼	5	3	5	40	Do.
Lot 1	7	3	5	36.98	Do.
Lot 3	7	3	5	36.99	Do.
Lot 4	7	3	5	37	Do.
NE. ¼ NE. ¼	7	3	5	40	Do.
NW. ¼ NE. ¼	7	3	5	40	Do.
SW. ¼ NE. ¼	7	3	5	40	Do.
SE. ¼ NE. ¼	7	3	5	40	Do.
NE. ¼ NW. ¼	7	3	5	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ SW. ¼	7	3	5	40	Selected July 2, 1885. List 7.
NE. ¼ SE. ¼	7	3	5	40	Do.
SW. ¼ SE. ¼	7	3	5	40	Do.
SE. ¼ SE. ¼	7	3	5	40	Do.
NE. ¼ SW. ¼	9	3	5	40	Do.
NW. ¼ SW. ¼	9	3	5	40	Do.
SW. ¼ SW. ¼	9	3	5	40	Do.
SE. ¼ SW. ¼	9	3	5	40	Do.
NE. ¼ SE. ¼	9	3	5	40	Do.
NW. ¼ SE. ¼	9	3	5	40	Do.
SW. ¼ SE. ¼	9	3	5	40	Do.
SE. ¼ SE. ¼	9	3	5	40	Do.
NE. ¼ NE. ¼	17	3	5	40	Do.
NW. ¼ NE. ¼	17	3	5	40	Do.
SW. ¼ NE. ¼	17	3	5	40	Do.
SE. ¼ NE. ¼	17	3	5	40	Do.
NE. ¼ NW. ¼	17	3	5	40	Do.
NW. ¼ NW. ¼	17	3	5	40	Do.
SW. ¼ NW. ¼	17	3	5	40	Do.
SE. ¼ NW. ¼	17	3	5	40	Do.
NE. ¼ SW. ¼	17	3	5	40	Do.
NW. ¼ SW. ¼	17	3	5	40	Do.
SW. ¼ SW. ¼	17	3	5	40	Do.
SE. ¼ SW. ¼	17	3	5	40	Do.
NE. ¼ SE. ¼	17	3	5	40	Do.
NW. ¼ SE. ¼	17	3	5	40	Do.
SW. ¼ NE. ¼	17	3	5	40	Do.
SE. ¼ SE. ¼	17	3	5	40	Do.
Lot 1	19	3	5	37.25	Do.
Lot 2	19	3	5	37.35	Do.
Lot 3	19	3	5	37.45	Do.
Lot 4	19	3	5	37.55	Do.
NE. ¼ NE. ¼	19	3	5	40	Do.
NW. ¼ NE. ¼	19	3	5	40	Do.
SW. ¼ NE. ¼	19	3	5	40	Do.
SE. ¼ NE. ¼	19	3	5	40	Do.
NE. ¼ NW. ¼	19	3	5	40	Do.
SE. ¼ NW. ¼	19	3	5	40	Do.
NE. ¼ SW. ¼	19	3	5	40	Do.
SE. ¼ SW. ¼	19	3	5	40	Do.
NE. ¼ SE. ¼	19	3	5	40	Do.
NW. ¼ SE. ¼	19	3	5	40	Do.
SW. ¼ SE. ¼	19	3	5	40	Do.
SE. ¼ SE. ¼	19	3	5	40	Do.
NE. ¼ NE. ¼	29	3	5	40	Do.
NW. ¼ NE. ¼	29	3	5	40	Do.
SW. ¼ NE. ¼	29	3	5	40	Do.
SE. ¼ NE. ¼	29	3	5	40	Do.
NE. ¼ NW. ¼	29	3	5	40	Do.
NW. ¼ NW. ¼	29	3	5	40	Do.
SW. ¼ NW. ¼	29	3	5	40	Do.
SE. ¼ NW. ¼	29	3	5	40	Do.
NE. ¼ SW. ¼	29	3	5	40	Do.
NW. ¼ SW. ¼	29	3	5	40	Do.
SW. ¼ SW. ¼	29	3	5	40	Do.
SE. ¼ SW. ¼	29	3	5	40	Do.
NE. ¼ SE. ¼	29	3	5	40	Do.
NW. ¼ SE. ¼	29	3	5	40	Do.
SW. ¼ SE. ¼	29	3	5	40	Do.
SE. ¼ SE. ¼	29	3	5	40	Do.
Lot 1	31	3	5	37.20	Do.
Lot 2	31	3	5	37.11	Do.
Lot 3	31	3	5	37.02	Do.
Lot 4	31	3	5	36.93	Do.
NE. ¼ NE. ¼	31	3	5	40	Do.
NW. ¼ NE. ¼	31	3	5	40	Do.
SW. ¼ NE. ¼	31	3	5	40	Do.
SE. ¼ NE. ¼	31	3	5	40	Do.
NE. ¼ NW. ¼	31	3	5	40	Do.
SE. ¼ NW. ¼	31	3	5	40	Do.
NE. ¼ SW. ¼	31	3	5	40	Do.
SE. ¼ SW. ¼	31	3	5	40	Do.
NE. ¼ SE. ¼	31	3	5	40	Do.
NW. ¼ SE. ¼	31	3	5	40	Do.
SW. ¼ SE. ¼	31	3	5	40	Do.
SE. ¼ SE. ¼	31	3	5	40	Do.
NE. ¼ NE. ¼	33	3	5	40	Do.
NW. ¼ NE. ¼	33	3	5	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ NE. ¼	33	3	5	40	Selected July 2, 1885. List 7.
SE. ¼ NE. ¼	33	3	5	40	Do.
NE. ¼ NW. ¼	33	3	5	40	Do.
NW. ¼ NW. ¼	33	3	5	40	Do.
SW. ¼ NW. ¼	33	3	5	40	Do.
SE. ¼ NW. ¼	33	3	5	40	Do.
NE. ¼ SW. ¼	33	3	5	40	Do.
NW. ¼ SW. ¼	33	3	5	40	Do.
NE. ¼ SE. ¼	33	3	5	40	Do.
NW. ¼ SE. ¼	33	3	5	40	Do.
SW. ¼ SE. ¼	33	3	5	40	Do.
SE. ¼ SE. ¼	33	3	5	40	Do.
SW. ¼ NE. ¼	5	2	5	40	Do.
SW. ¼ NW. ¼	5	2	5	40	Do.
SE. ¼ NW. ¼	5	2	5	40	Do.
NE. ¼ SW. ¼	5	2	5	40	Do.
NW. ¼ SW. ¼	5	2	5	40	Do.
SW. ¼ SW. ¼	5	2	5	40	Do.
SE. ¼ SW. ¼	5	2	5	40	Do.
NW. ¼ SE. ¼	5	2	5	40	Do.
SW. ¼ SE. ¼	5	2	5	40	Do.
Lot 2	7	2	5	35.36	Do.
NE. ¼ NE. ¼	7	2	5	40	Do.
NW. ¼ NE. ¼	7	2	5	40	Do.
SW. ¼ NE. ¼	7	2	5	40	Do.
SE. ¼ NE. ¼	7	2	5	40	Do.
SE. ¼ NW. ¼	7	2	5	40	Do.
NE. ¼ SE. ¼	7	2	5	40	Do.
NW. ¼ SE. ¼	7	2	5	40	Do.
SW. ¼ SE. ¼	7	2	5	40	Do.
SE. ¼ SE. ¼	7	2	5	40	Do.
NE. ¼ NE. ¼	17	2	5	40	Do.
NW. ¼ NE. ¼	17	2	5	40	Do.
SW. ¼ NE. ¼	17	2	5	40	Do.
SE. ¼ NE. ¼	17	2	5	40	Do.
NE. ¼ NW. ¼	17	2	5	40	Do.
NW. ¼ NW. ¼	17	2	5	40	Do.
SW. ¼ NW. ¼	17	2	5	40	Do.
SE. ¼ NW. ¼	17	2	5	40	Do.
NE. ¼ SW. ¼	17	2	5	40	Do.
NW. ¼ SW. ¼	17	2	5	40	Do.
SW. ¼ SW. ¼	17	2	5	40	Do.
SE. ¼ SW. ¼	17	2	5	40	Do.
NE. ¼ SE. ¼	17	2	5	40	Do.
NW. ¼ SE. ¼	17	2	5	40	Do.
SW. ¼ SE. ¼	17	2	5	40	Do.
SE. ¼ SE. ¼	17	2	5	40	Do.
Lot 1	19	2	5	34.74	Do.
Lot 2	19	2	5	34.94	Do.
Lot 3	19	2	5	35.14	Do.
Lot 4	19	2	5	35.34	Do.
NE. ¼ NE. ¼	19	2	5	40	Do.
NW. ¼ NE. ¼	19	2	5	40	Do.
SW. ¼ NE. ¼	19	2	5	40	Do.
SE. ¼ NE. ¼	19	2	5	40	Do.
NE. ¼ NW. ¼	19	2	5	40	Do.
SE. ¼ NW. ¼	19	2	5	40	Do.
NE. ¼ SW. ¼	19	2	5	40	Do.
SE. ¼ SW. ¼	19	2	5	40	Do.
NE. ¼ SE. ¼	19	2	5	40	Do.
NW. ¼ SE. ¼	19	2	5	40	Do.
SW. ¼ SE. ¼	19	2	5	40	Do.
SE. ¼ SE. ¼	19	2	5	40	Do.
NE. ¼ NE. ¼	21	2	5	40	Do.
NW. ¼ NE. ¼	21	2	5	40	Do.
SW. ¼ NE. ¼	21	2	5	40	Do.
SE. ¼ NE. ¼	21	2	5	40	Do.
NE. ¼ NW. ¼	21	2	5	40	Do.
NW. ¼ NW. ¼	21	2	5	40	Do.
SW. ¼ NW. ¼	21	2	5	40	Do.
SE. ¼ NW. ¼	21	2	5	40	Do.
NE. ¼ SW. ¼	21	2	5	40	Do.
NW. ¼ SW. ¼	21	2	5	40	Do.
SW. ¼ SW. ¼	21	2	5	40	Do.
SE. ¼ SW. ¼	21	2	5	40	Do.
NE. ¼ SE. ¼	21	2	5	40	Do.
NW. ¼ SE. ¼	21	2	5	40	Do.
SW. ¼ SE. ¼	21	2	5	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ SE. ¼	21	2	5	40	Selected July 2, 1885. List 7.
NE. ¼ NW. ¼	27	2	5	40	Do.
NW. ¼ NW. ¼	27	2	5	40	Do.
SW. ¼ NW. ¼	27	2	5	40	Do.
SE. ¼ NW. ¼	27	2	5	40	Do.
NE. ¼ SW. ¼	27	2	5	40	Do.
NW. ¼ SW. ¼	27	2	5	40	Do.
SW. ¼ SW. ¼	27	2	5	40	Do.
SE. ¼ SW. ¼	27	2	5	40	Do.
SW. ¼ SE. ¼	27	2	5	40	Do.
SE. ¼ SE. ¼	27	2	5	40	Do.
NE. ¼ NE. ¼	29	2	5	40	Do.
NW. ¼ NE. ¼	29	2	5	40	Do.
SW. ¼ NE. ¼	29	2	5	40	Do.
SE. ¼ NE. ¼	29	2	5	40	Do.
NE. ¼ NW. ¼	29	2	5	40	Do.
NW. ¼ NW. ¼	29	2	5	40	Do.
SW. ¼ NW. ¼	29	2	5	40	Do.
SE. ¼ NW. ¼	29	2	5	40	Do.
NE. ¼ SW. ¼	29	2	5	40	Do.
NW. ¼ SW. ¼	29	2	5	40	Do.
SW. ¼ SW. ¼	29	2	5	40	Do.
SE. ¼ SW. ¼	29	2	5	40	Do.
NE. ¼ SE. ¼	29	2	5	40	Do.
NW. ¼ SE. ¼	29	2	5	40	Do.
SW. ¼ SE. ¼	29	2	5	40	Do.
SE. ¼ SE. ¼	29	2	5	40	Do.
Lot 1	31	2	5	35. 49	Do.
Lot 2	31	2	5	35. 76	Do.
Lot 3	31	2	5	36. 02	Do.
Lot 4	31	2	5	36. 30	Do.
NE. ¼ NE. ¼	31	2	5	40	Do.
NW. ¼ NE. ¼	31	2	5	40	Do.
SW. ¼ NE. ¼	31	2	5	40	Do.
SE. ¼ NE. ¼	31	2	5	40	Do.
NE. ¼ NW. ¼	31	2	5	40	Do.
SE. ¼ NW. ¼	31	2	5	40	Do.
NE. ¼ SW. ¼	31	2	5	40	Do.
SE. ¼ SW. ¼	31	2	5	40	Do.
NE. ¼ SE. ¼	31	2	5	40	Do.
NW. ¼ SE. ¼	31	2	5	40	Do.
SW. ¼ SE. ¼	31	2	5	40	Do.
SE. ¼ SE. ¼	31	2	5	40	Do.
NE. ¼ NE. ¼	33	2	5	40	Do.
NW. ¼ NE. ¼	33	2	5	40	Do.
SW. ¼ NE. ¼	33	2	5	40	Do.
SE. ¼ NE. ¼	33	2	5	40	Do.
NE. ¼ NW. ¼	33	2	5	40	Do.
NW. ¼ NW. ¼	33	2	5	40	Do.
SW. ¼ NW. ¼	33	2	5	40	Do.
SE. ¼ NW, ¼	33	2	5	40	Do.
NE. ¼ SW. ¼	33	2	5	40	Do.
NW. ¼ SW. ¼	33	2	5	40	Do.
SW. ¼ SW. ¼	33	2	5	40	Do.
SE. ¼ SW. ¼	33	2	5	40	Do.
NE. ¼ SE. ¼	33	2	5	40	Do.
NW. ¼ SE. ¼	33	2	5	40	Do.
SW. ¼ SE. ¼	33	2	5	40	Do.
SE. ¼ SE. ¼	33	2	5	40	Do.
NW. ¼ SW. ¼	35	2	5	40	Do.
SW. ¼ SW. ¼	35	2	5	40	Do.
Lot 3	19	1	5	37. 67	Do.
Lot 4	19	1	5	37. 71	Do.
NE. ¼ SW. ¼	19	1	5	40	Do.
SE. ¼ SW. ¼	19	1	5	40	Do.
Lot 1	1	4	6	40. 37	Do.
Lot 2	1	4	6	41. 10	Do.
SW. ¼ NE ¼	1	4	6	40	Do.
SE. ¼ NE. ¼	1	4	6	40	Do.
NE. ¼ SW. ¼	1	4	6	40	Do.
NW. ¼ SW. ¼	1	4	6	40	Do.
SW. ¼ SW. ¼	1	4	6	40	Do.
SE. ¼ SW. ¼	1	4	6	40	Do.
NE. ¼ SE. ¼	1	4	6	40	Do.
NW. ¼ SE. ¼	1	4	6	40	Do.
SW. ¼ SE. ¼	1	4	6	40	Do.
SE. ¼ SE. ¼	1	4	6	40	Do.
SE. ¼ SW. ¼	3	4	6	40	Do.
SE. ¼ NW. ¼	11	4	6	40	Do.

List No 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	Selected July 2, 1885. List 7.
SE. ¼ SW. ¼	13	4	6	40	Do.
NE. ¼ NE. ¼ (Lot 1)	1	3	6	40.37	Do.
NW. ¼ NE. ¼ (Lot 2)	1	3	6	41.16	Do.
SW. ¼ NE. ¼	1	3	6	40	Do.
SE. ¼ NE. ¼	1	3	6	40	Do.
NE. ¼ NW. ¼, lot 3	1	3	6	41.95	Do.
NW. ¼ NW. ¼, lot 4	1	3	6	42.74	Do.
SW. ¼ NW. ¼	1	3	6	40	Do.
SE. ¼ NW. ¼	1	3	6	40	Do.
NE. ¼ SW. ¼	1	3	6	40	Do.
NW. ¼ SW. ¼	1	3	6	40	Do.
SW. ¼ SW. ¼	1	3	6	40	Do.
SE. ¼ SW. ¼	1	3	6	40	Do.
NE. ¼ SE. ¼	1	3	6	40	Do.
NW. ¼ SE. ¼	1	3	6	40	Do.
SW. ¼ SE. ¼	1	3	6	40	Do.
SE. ¼ SE. ¼	1	3	6	40	Do.
NE. ¼ SW. ¼	3	3	6	40	Do.
NW. ¼ SW. ¼	3	3	6	40	Do.
SW. ¼ SW. ¼	3	3	6	40	Do.
NE. ¼ NE. ¼	9	3	6	40	Do.
NW. ¼ NE. ¼	9	3	6	40	Do.
SW. ¼ NE. ¼	9	3	6	40	Do.
SE. ¼ NE. ¼	9	3	6	40	Do.
NE. ¼ NW. ¼	9	3	6	40	Do.
NW. ¼ NW. ¼	9	3	6	40	Do.
SW. ¼ NW. ¼	9	3	6	40	Do.
SE. ¼ NW. ¼	9	3	6	40	Do.
NE. ¼ SW. ¼	9	3	6	40	Do.
NW. ¼ SW. ¼	9	3	6	40	Do.
SW. ¼ SW. ¼	9	3	6	40	Do.
SE. ¼ SW. ¼	9	3	6	40	Do.
NE. ¼ SE. ¼	9	3	6	40	Do.
NW. ¼ SE. ¼	9	3	6	40	Do.
SW. ¼ SE. ¼	9	3	6	40	Do.
SE. ¼ SE. ¼	9	3	6	40	Do.
NE. ¼ NE. ¼	11	3	6	40	Do.
NW. ¼ NE. ¼	11	3	6	40	Do.
SW. ¼ NE. ¼	11	3	6	40	Do.
SE. ¼ NE. ¼	11	3	6	40	Do.
NE. ¼ NW. ¼	11	3	6	40	Do.
SE. ¼ NW. ¼	11	3	6	40	Do.
NE. ¼ SW. ¼	11	3	6	40	Do.
SE. ¼ SW. ¼	11	3	6	40	Do.
NE. ¼ SE. ¼	11	3	6	40	Do.
NW. ¼ SE. ¼	11	3	6	40	Do.
NE. ¼ NE. ¼	13	3	6	40	Do.
NW. ¼ NE. ¼	13	3	6	40	Do.
SW. ¼ NE. ¼	13	3	6	40	Do.
SE. ¼ NE. ¼	13	3	6	40	Do.
NE. ¼ NW. ¼	13	3	6	40	Do.
NW. ¼ NW. ¼	13	3	6	40	Do.
SW. ¼ NW. ¼	13	3	6	40	Do.
SE. ¼ NW. ¼	13	3	6	40	Do.
NE. ¼ SW. ¼	13	3	6	40	Do.
NW. ¼ SW. ¼	13	3	6	40	Do.
SW. ¼ SW. ¼	13	3	6	40	Do.
SE. ¼ SW. ¼	13	3	6	40	Do.
NE. ¼ SE. ¼	13	3	6	40	Do.
NW. ¼ SE. ¼	13	3	6	40	Do.
SW. ¼ SE. ¼	13	3	6	40	Do.
SE. ¼ SE. ¼	13	3	6	40	Do.
SE. ¼ NE. ¼	15	3	6	40	Do.
NW. ¼ NW. ¼	15	3	6	40	Do.
SW. ¼ NW. ¼	15	3	6	40	Do.
NE. ¼ SW. ¼	15	3	6	40	Do.
NW. ¼ SW. ¼	15	3	6	40	Do.
SW. ¼ SW. ¼	15	3	6	40	Do.
SE. ¼ SW. ¼	15	3	6	40	Do.
NE. ¼ NE. ¼	17	3	6	40	Do.
NW. ¼ NE. ¼	17	3	6	40	Do.
SW. ¼ NE. ¼	17	3	6	40	Do.
SE. ¼ NE. ¼	17	3	6	40	Do.
NE. ¼ NW. ¼	17	3	6	40	Do.
NW. ¼ NW. ¼	17	3	6	40	Do.
SW. ¼ NW. ¼	17	3	6	40	Do.
SE. ¼ NW. ¼	17	3	6	40	Do.
NE. ¼ SW. ¼	17	3	6	40	Do.
NW. ¼ SW. ¼	17	3	6	40	Do.

List No 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	Selected July 2, 1885. List 7.
SW. ¼ SW. ¼	17	3	6	40	Do.
SE. ¼ SW. ¼	17	3	6	40	Do.
NE. ¼ SE. ¼	17	3	6	40	Do.
NW. ¼ SE. ¼	17	3	6	40	Do.
SW. ¼ SE. ¼	17	3	6	40	Do.
SE. ¼ SE. ¼	17	3	6	40	Do.
NE. ¼ NE. ¼	19	3	6	40	Do.
SE. ¼ NE. ¼	19	3	6	40	Do.
NE. ¼ NE. ¼	21	3	6	40	Do.
NW. ¼ NW. ¼	21	3	6	40	Do.
SE. ¼ SW. ¼	21	3	6	40	Do.
NE. ¼ NE. ¼	23	3	6	40	Do.
NW. ¼ NE. ¼	23	3	6	40	Do.
SW. ¼ NE. ¼	23	3	6	40	Do.
SE. ¼ NE. ¼	23	3	6	40	Do.
NE. ¼ NW. ¼	23	3	6	40	Do.
SE. ¼ NW. ¼	23	3	6	40	Do.
NE. ¼ SW. ¼	23	3	6	40	Do.
NW. ¼ SW. ¼	23	3	6	40	Do.
SW. ¼ SW. ¼	23	3	6	40	Do.
SE. ¼ SW. ¼	23	3	6	49	Do.
NE. ¼ SE. ¼	23	3	6	40	Do.
NW. ¼ SE. ¼	23	3	6	40	Do.
SW. ¼ SE. ¼	23	3	6	40	Do.
SE. ¼ SE. ¼	23	3	6	40	Do.
NE. ¼ NE. ¼	25	3	6	40	Do.
NW. ¼ NE. ¼	25	3	6	40	Do.
SW. ¼ NE. ¼	25	3	6	40	Do.
SE. ¼ NE. ¼	25	3	6	40	Do.
NE. ¼ NW. ¼	25	3	6	40	Do.
NW. ¼ NW. ¼	25	3	6	40	Do.
SW. ¼ NW. ¼	25	3	6	40	Do.
SE. ¼ NW. ¼	25	3	6	40	Do.
NE. ¼ SW. ¼	25	3	6	40	Do.
NW. ¼ SW. ¼	25	3	6	40	Do.
SW. ¼ SW. ¼	25	3	6	40	Do.
SE. ¼ SW. ¼	25	3	6	40	Do.
NE. ¼ SE. ¼	25	3	6	46	Do.
NW. ¼ SE. ¼	25	3	6	40	Do.
SW. ¼ SE. ¼	25	3	6	40	Do.
SE. ¼ SE. ¼	25	3	6	40	Do.
NW. ¼ NE. ¼	29	3	6	40	Do.
SW. ¼ NE. ¼	29	3	6	40	Do.
NE. ¼ NW. ¼	29	3	6	40	Do.
SE. ¼ NW. ¼	29	3	6	40	Do.
SW. ¼ NE. ¼	33	3	6	40	Do.
SE. ¼ NE. ¼	33	3	6	40	Do.
SW. ¼ SE. ¼	33	3	6	40	Do.
NE. ¼ NE. ¼	35	3	6	40	Do.
SW. ¼ NW. ¼	35	3	6	40	Do.
NW. ¼ SW. ¼	35	3	6	40	Do.
NE. ¼ NW. ¼	13	2	6	40	Do.
NW. ¼ NW. ¼	13	2	6	40	Do.
SW. ¼ NW. ¼	13	2	6	40	Do.
SE. ¼ NW. ¼	13	2	6	40	Do.
NE. ¼ SW. ¼	13	2	6	40	Do.
NW. ¼ SW. ¼	13	2	6	40	Do.
SW. ¼ SW. ¼	13	2	6	40	Do.
SE. ¼ SW. ¼	13	2	6	40	Do.
NE. ¼ SE. ¼	13	2	6	40	Do.
NW. ¼ SE. ¼	13	2	6	40	Do.
NE. ¼ NW. ¼	23	2	6	40	Do.
NW. ¼ NW. ¼	23	2	6	40	Do.
SW. ¼ NW. ¼	23	2	6	40	Do.
NE. ¼ NE. ¼	25	2	6	40	Do.
NW. ¼ NE. ¼	25	2	6	40	Do.
SW. ¼ NE. ¼	25	2	6	40	Do.
SE. ¼ NE. ¼	25	2	6	40	Do.
NE. ¼ NW. ¼	25	2	6	40	Do.
NW. ¼ NW. ¼	25	2	6	40	Do.
SW. ¼ NW. ¼	25	2	6	40	Do.
SE. ¼ NW. ¼	25	2	6	40	Do.
NE. ¼ SW. ¼	25	2	6	40	Do.
NW. ¼ SW. ¼	25	2	6	40	Do.
SW ¼ SW. ¼	25	2	6	40	Do.
SE. ¼ SW. ¼	25	2	6	40	Do.
NE. ¼ SE. ¼	25	2	6	40	Do.
NW. ¼ SE. ¼	25	2	6	40	Do.
SW. ¼ SE. ¼	25	2	6	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ SE. ¼	25	2	6	40	Selected July 2, 1885. List 7.
SW. ¼ NE. ¼	35	2	6	40	Do.
NE. ¼ SE. ¼	35	2	6	40	Do.
NW. ¼ SE. ¼	35	2	6	40	Do.
SW. ¼ SE. ¼	35	2	6	40	Do.
SE. ¼ SE. ¼	35	2	6	40	Do.
		N.	*W.*		
SW. ¼ SW. ¼	29	3	7	40	Do.
SE. ¼ SW. ¼	29	3	7	40	Do.
NE. ¼ SE. ¼	29	3	7	40	Do.
NW. ¼ SE. ¼	29	3	7	40	Do.
SW. ¼ SE. ¼	29	3	7	40	Do.
Lot 2	31	3	7	37.15	Do.
Lot 3	31	3	7	37.25	Do.
Lot 4	31	3	7	37.35	Do.
NE. ¼ NE. ¼	31	3	7	40	Do.
NW. ¼ NE. ¼	31	3	7	40	Do.
SW. ¼ NE. ¼	31	3	7	40	Do.
SE. ¼ NE. ¼	31	3	7	40	Do.
NE. ¼ NW. ¼	31	3	7	40	Do.
SE. ¼ NW. ¼	31	3	7	40	Do.
NE. ¼ SW. ¼	31	3	7	40	Do.
SE. ¼ SW. ¼	31	3	7	40	Do.
NE. ¼ SE. ¼	31	3	7	40	Do.
NW. ¼ SE. ¼	31	3	7	40	Do.
SW. ¼ SE. ¼	31	3	7	40	Do.
SE. ¼ SE. ¼	31	3	7	40	Do.
NE. ¼ NW. ¼	33	3	7	40	Do.
NW. ¼ NW. ¼	33	3	7	40	Do.
SW. ¼ NW. ¼	33	3	7	40	Do.
SE. ¼ NW. ¼	33	3	7	40	Do.
NE. ¼ SW. ¼	33	3	7	40	Do.
NW. ¼ SW. ¼	33	3	7	40	Do.
SW. ¼ SW. ¼	33	3	7	40	Do.
NE. ¼ SW. ¼	33	3	7	40	Do.
SW. ¼ SE. ¼	33	3	7	40	Do.
Lot 1	5	2	7	40.21	Selected Oct. 22, 1887. List 14.
Lot 2	5	2	7	40.15	Do.
Lot 3	5	2	7	40.09	Do.
Lot 4	5	2	7	40.03	Do.
SW. ¼ NE. ¼	5	2	7	40	Do.
SE. ¼ NE. ¼	5	2	7	40	Do.
SW. ¼ NW. ¼	5	2	7	40	Do.
SE ¼ NW. ¼	5	2	7	40	Do.
NE. ¼ SW. ¼	5	2	7	40	Do.
NW. ¼ SW. ¼	5	2	7	40	Do.
SW. ¼ SW. ¼	5	2	7	40	Do.
SE. ¼ SW. ¼	5	2	7	40	Do.
NE. ¼ SE. ¼	5	2	7	40	Do.
SW. ¼ SE. ¼	5	2	7	40	Do.
SW. ¼ SE. ¼	5	2	7	40	Do.
SE. ¼ SE. ¼	5	2	7	40	Do.
Lot 1	7	2	7	36.67	Do.
Lot 2	7	2	7	36.62	Do.
Lot 3	7	2	7	36.57	Do.
Lot 4	7	2	7	36.52	Do.
NE. ¼ NE. ¼	7	2	7	40	Do.
NW. ¼ NE. ¼	7	2	7	40	Do.
NW. ¼ NE. ¼	7	2	7	40	Do.
SE. ¼ NE. ¼	7	2	7	40	Do.
NE. ¼ NW. ¼	7	2	7	40	Do.
SE. ¼ NW. ¼	7	2	7	40	Do.
NE. ¼ SW. ¼	7	2	7	49	Do.
SE. ¼ SW. ¼	7	2	7	40	Do.
NE. ¼ SE. ¼	7	2	7	40	Do.
NW. ¼ SE. ¼	7	2	7	40	Do.
SW. ¼ SE. ¼	7	2	7	40	Do.
SE. ¼ SE. ¼	7	2	7	40	Do.
NE. ¼ NE. ¼	9	2	7	40	Do.
NW. ¼ NE. ¼	9	2	7	40	Do.
SW. ¼ NE. ¼	9	2	7	40	Do.
SE. ¼ NE. ¼	9	2	7	40	Do.
NE. ¼ NW. ¼	9	2	7	40	Do.
NW. ¼ NW. ¼	9	2	7	40	Do.
SW. ¼ NW. ¼	9	2	7	40	Do.
NW. ¼ SW. ¼	9	2	7	40	Do.
SW. ¼ SW. ¼	9	2	7	40	Do.
SE. ¼ SW. ¼	9	2	7	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
NE. ¼ SE. ¼	9	2	7	40	Selected Oct. 22, 1887. List 14.
SE. ¼ SE. ¼	9	2	7	40	Do.
NE. ¼ NW. ¼	15	2	7	40	Do.
NW. ¼ NW. ¼	15	2	7	40	Do.
SW. ¼ NW. ¼	15	2	7	40	Do.
SE. ¼ NW. ¼	15	2	7	40	Do.
NE. ¼ SW. ¼	15	2	7	40	Do.
NW. ¼ SW. ¼	15	2	7	40	Do.
SW. ¼ SW. ¼	15	2	7	40	Do.
NE. ¼ NE. ¼	17	2	7	40	Do.
SE. ¼ NE. ¼	17	2	7	40	Do.
SW. ¼ NE. ¼	17	2	7	40	Do.
SE. ¼ NW. ¼	17	2	7	40	Do.
NW. ¼ NW. ¼	17	2	7	40	Do.
SW. ¼ NW. ¼	17	2	7	40	Do.
NE. ¼ SW. ¼	17	2	7	40	Do.
NW. ¼ SW. ¼	17	2	7	40	Do.
SW. ¼ SW. ¼	17	2	7	40	Do.
SE. ¼ SW. ¼	17	2	7	40	Do.
NE. ¼ SE. ¼	17	2	7	40	Do.
NW. ¼ SE. ¼	17	2	7	40	Do.
SW. ¼ SE. ¼	17	2	7	40	Do.
SE. ¼ SE. ¼	17	2	7	40	Do.
SE. ¼ NE. ¼	19	2	7	40	Do.
SW. ¼ NE. ¼	19	2	7	40	Do.
Lot 3	19	2	7	37.93	Do.
Lot 4	19	2	7	38	Do.
NE. ¼ SW. ¼	19	2	7	40	Do.
SE. ¼ SW. ¼	19	2	7	40	Do.
NE. ¼ SE. ¼	19	2	7	40	Do.
NW. ¼ SE. ¼	19	2	7	40	Do.
SW. ¼ SE. ¼	19	2	7	40	Do.
SE. ¼ SE. ¼	19	2	7	40	Do.
NE. ¼ NW. ¼	21	2	7	40	Do.
NW. ¼ NW. ¼	21	2	7	40	Do.
SW. ¼ NW. ¼	21	2	7	40	Do.
SE. ¼, NW. ¼	21	2	7	40	Do.
Lot 1	1	2	8	40.10	Do.
Lot 2	1	2	8	40	Do.
Lot 3	1	2	8	39.90	Do.
Lot 4	1	2	8	39.80	Do.
SE. ¼ NE¼	1	2	8	40	Do.
SW. ¼ NE, ¼	1	2	8	40	Do.
SE. ¼ NW. ¼	1	2	8	40	Do.
SE. ¼ NW. ¼	1	2	8	40	Do.
SW. ¼ NW. ¼	1	2	8	40	Do.
NE. ¼ SW. ¼	1	2	8	40	Do.
NW. ¼ SW. ¼	1	2	8	40	Do.
SW. ¼ SW. ¼	1	2	8	40	Do.
SE. ¼ SW. ¼	1	2	8	40	Do.
NE. ¼ SE. ¼	1	2	8	40	Do.
NW. ¼ SE. ¼	1	2	8	40	Do.
SW. ¼ SE. ¼	1	2	8	40	Do.
SE. ¼ SE. ¼	1	2	8	40	Do.
Lot 1	3	2	8	41.62	Do.
Lot 2	3	2	8	41.54	Do.
Lot 3	3	2	8	41.46	Do.
Lot 4	3	2	8	41.38	Do.
SE. ¼ NE. ¼	3	2	8	40	Do.
SW. ¼ NE. ¼	3	2	8	40	Do.
SE. ¼ NW. ¼	3	2	8	40	Do.
SW. ¼ NW. ¼	3	2	8	40	Do.
NE. ¼ SW. ¼	3	2	8	40	Do.
NW. ¼ SW. ¼	3	2	8	40	Do.
SW. ¼ SW. ¼	3	2	8	40	Do.
SE. ¼ SW. ¼	3	2	8	40	Do.
NE. ¼ SE. ¼	3	2	8	40	Do.
NW. ¼ SE. ¼	3	2	8	40	Do.
SW. ¼ SE. ¼	3	2	8	40	Do.
SE. ¼ SE. ¼	3	2	8	40	Do.
NE. ¼ NE. ¼	11	2	8	40	Do.
NW. ¼ NE. ¼	11	2	8	40	Do.
SW. ¼ NE. ¼	11	2	8	40	Do.
SE. ¼ NE. ¼	11	2	8	40	Do.
NE. ¼ NW. ¼	11	2	8	40	Do.
NW¼. NW. ¼	11	2	8	40	Do.
SW. ¼ NW. ¼	11	2	8	40	Do.
SE. ¼ NW. ¼	11	2	8	40	Do.
NE. ¼ SW. ¼	11	2	8	40	Do.
NW. ¼ SW. ¼	11	2	8	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SW. ¼ SW. ¼	11	2	8	40	Selected Oct. 22, 1887. List 14.
SE. ¼ SW. ¼	11	2	8	40	Do.
NE. ¼ SE. ¼	11	2	8	40	Do.
NW. ¼ SE. ¼	11	2	8	40	Do.
SW. ¼ SE. ¼	11	2	8	40	Do.
SE. ¼ SE. ¼	11	2	8	40	Do.
NE. ¼ NE. ¼	13	2	8	40	Do.
NW. ¼ NE. ¼	13	2	8	40	Do.
SW. ¼ NE. ¼	13	2	8	40	Do.
SE. ¼ NE. ¼	13	2	8	40	Do.
NE. ¼ NW. ¼	13	2	8	40	Do.
NW. ¼ NW. ¼	13	2	8	40	Do.
SW. ¼ NW. ¼	13	2	8	40	Do.
SE. ¼ NW. ¼	13	2	8	40	Do.
NE. ¼ NE. ¼	15	2	8	40	Do.
NW. ¼ NE. ¼	15	2	8	40	Do.
SW. ¼ NE. ¼	15	2	8	40	Do.
SE. ¼ NE. ¼	15	2	8	40	Do.
NE. ¼ NW. ¼	15	2	8	40	Do.
NW. ¼ NW. ¼	15	2	8	40	Do.
SW. ¼ NW. ¼	15	2	8	40	Do.
SE. ¼ NW. ¼	15	2	8	40	Do.
NE. ¼ SW. ¼	15	2	8	40	Do.
NW. ¼ SW. ¼	15	2	8	40	Do.
SW. ¼ SW. ¼	15	2	8	40	Do.
SE. ¼ SW. ¼	15	2	8	40	Do.
NE. ¼ SE. ¼	15	2	8	40	Do.
NW. ¼ SE. ¼	15	2	8	40	Do.
SW. ¼ SE. ¼	15	2	8	40	Do.
SE. ¼ SE. ¼	15	2	8	40	Do.
NE. ¼ NE. ¼	23	2	8	40	Do.
NW. ¼ NE. ¼	23	2	8	40	Do.
SW. ¼ NE. ¼	23	2	8	40	Do.
SE. ¼ NE. ¼	23	2	8	40	Do.
NE. ¼ NW. ¼	23	2	8	40	Do.
NW. ¼ NW. ¼	23	2	8	40	Do.
SW. ¼ NW. ¼	23	2	8	40	Do.
SE. ¼ NW. ¼	23	2	8	40	Do.
NE. ¼ SW. ¼	23	2	8	40	Do.
NW. ¼ SW. ¼	23	2	8	40	Do.
SW. ¼ SW. ¼	23	2	8	40	Do.
SE. ¼ SW. ¼	23	2	8	40	Do.
NE. ¼ SE. ¼	23	2	8	40	Do.
NW. ¼ SE. ¼	23	2	8	40	Do.
SW. ¼ SE. ¼	23	2	8	40	Do.
SE. ¼ SE. ¼	23	2	8	40	Do.
NE. ¼ NE. ¼	25	2	8	40	Do.
NW. ¼ NE. ¼	25	2	8	40	Do.
SW. ¼ NE. ¼	25	2	8	40	Do.
SE. ¼ NE. ¼	25	2	8	40	Do.
NE. ¼ NW. ¼	25	2	8	40	Do.
NW. ¼ NW. ¼	25	2	8	40	Do.
SW. ¼ NW. ¼	25	2	8	40	Do.
SE. ¼ NW. ¼	25	2	8	40	Do.
NE. ¼ SW. ¼	25	2	8	40	Do.
NW. ¼ SW. ¼	25	2	8	40	Do.
SW. ¼ SW. ¼	25	2	8	40	Do.
SE. ¼ SW. ¼	25	2	8	40	Do.
NE. ¼ SE. ¼	25	2	8	40	Do.
NW. ¼ SE. ¼	25	2	8	40	Do.
SW. ¼ SE. ¼	25	2	8	40	Do.
SE. ¼ SE. ¼	25	2	8	40	Do.
Lot 1	1	1	9	15.70	Do.
Lot 2	1	1	9	15.70	Do.
Lot 3	1	1	9	15.70	Do.
SE. ¼ NE. ¼	1	1	9	40	Do.
SW. ¼ NE. ¼	1	1	9	40	Do.
SE. ¼ NW. ¼	1	1	9	40	Do.
NE. ¼ SW. ¼	1	1	9	40	Do.
SW. ¼ SW. ¼	1	1	9	40	Do.
SE. ¼ SW. ¼	1	1	9	40	Do.
NW. ¼ SE. ¼	1	1	9	40	Do.
Lot 1	3	1	9	19.40	Do.
Lot 2	3	1	9	20.10	Do.
Lot 3	3	1	9	20.81	Do.
Lot 4	3	1	9	21.55	Do.
SE. ¼ NE. ¼	3	1	9	40	Do.
SW. ¼ NE. ¼	3	1	9	40	Do.
SE. ¼ NW. ¼	3	1	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SW. ¼ NW. ¼	3	1	9	40	Selected Oct. 22, 1887. List 14.
NE. ¼ SW. ¼	3	1	9	40	Do.
NW. ¼ SW. ¼	3	1	9	40	Do.
SW. ¼ SW. ¼	3	1	9	40	Do.
SE. ¼ SW. ¼	3	1	9	40	Do.
NE. ¼ SE. ¼	3	1	9	40	Do.
NW. ¼ SE. ¼	3	1	9	40	Do.
SW. ¼ SE. ¼	3	1	9	40	Do.
SE. ¼ SE. ¼	3	1	9	40	Do.
Lot 1	5	1	9	25	Do.
Lot 2	5	1	9	25	Do.
SE. ¼ NE. ¼	5	1	9	40	Do.
SW. ¼ NE. ¼	5	1	9	40	Do.
NE. ¼ NE. ¼	9	1	9	40	Do.
NW. ¼ NE. ¼	9	1	9	40	Do.
SW. ¼ NE. ¼	9	1	9	40	Do.
SE. ¼ NE. ¼	9	1	9	40	Do.
NE. ¼ NW. ¼	9	1	9	40	Do.
NW. ¼ NW. ¼	9	1	9	40	Do.
SW. ¼ NW. ¼	9	1	9	40	Do.
SE. ¼ NW. ¼	9	1	9	40	Do.
NE. ¼ SW. ¼	9	1	9	40	Do.
NW. ¼ SW. ¼	9	1	9	40	Do.
SW. ¼ SW. ¼	9	1	9	40	Do.
SE. ¼ SW. ¼	9	1	9	40	Do.
NE. ¼ SE. ¼	9	1	9	40	Do.
NW. ¼ SE. ¼	9	1	9	40	Do.
SW. ¼ SE. ¼	9	1	9	40	Do.
SE. ¼ SE. ¼	9	1	9	40	Do.
NE. ¼ NW. ¼	11	1	9	40	Do.
NW. ¼ NW. ¼	11	1	9	40	Do.
SW. ¼ NW. ¼	11	1	9	40	Do.
SE. ¼ NW. ¼	11	1	9	40	Do.
NW. ¼ SE. ¼	11	1	9	40	Do.
SE. ¼ SE. ¼	11	1	9	40	Do.
NE. ¼ NW. ¼	13	1	9	40	Do.
NW. ¼ NW. ¼	13	1	9	40	Do.
SW. ¼ NW. ¼	13	1	9	40	Do.
SE. ¼ NW. ¼	13	1	9	40	Do.
NE. ¼ SW. ¼	13	1	9	40	Do.
NW. ¼ SW. ¼	13	1	9	40	Do.
SW. ¼ SW. ¼	13	1	9	40	Do.
SE. ¼ SW. ¼	13	1	9	40	Do.
NE. ¼ SE. ¼	15	1	9	40	Do.
SE. ¼ SE. ¼	15	1	9	40	Do.
SE. ¼ SW. ¼	15	1	9	40	Do.
SW. ¼ SW ¼	15	1	9	40	Do.
NE. ¼ NE. ¼	21	1	9	40	Do.
NW. ¼ NE. ¼	21	1	9	40	Do.
SW. ¼ NE ¼	21	1	9	40	Do.
SE. ¼ NE. ¼	21	1	9	40	Do.
NE. ¼ NW. ¼	21	1	9	40	Do.
NW. ¼ NW. ¼	21	1	9	40	Do.
SW. ¼ NW. ¼	21	1	9	40	Do.
SE. ¼ NW. ¼	21	1	9	40	Do.
NE. ¼ SW. ¼	21	1	9	40	Do.
NW. ¼ SW. ¼	21	1	9	40	Do.
SW. ¼ SW ¼	21	1	9	40	Do.
SE. ¼ SW. ¼	21	1	9	40	Do.
NE. ¼ SE. ¼	21	1	9	40	Do.
NW. ¼ SE. ¼	21	1	9	40	Do.
SW. ¼ SE. ¼	21	1	9	40	Do.
SE. ¼ SE. ¼	21	1	9	40	Do.
NE. ¼ NE. ¼	23	1	9	40	Do.
NW. ¼ NE. ¼	23	1	9	40	Do.
SW. ¼ NE. ¼	23	1	9	40	Do.
SE. ¼ NE. ¼	23	1	9	40	Do.
NE. ¼ NW. ¼	23	1	9	40	Do.
NW. ¼ NW. ¼	23	1	9	40	Do.
SW. ¼ NW. ¼	23	1	9	40	Do.
SE. ¼ NW. ¼	23	1	9	40	Do.
NE. ¼ SW. ¼	23	1	9	40	Do.
NW. ¼ SW. ¼	23	1	9	40	Do.
SW. ¼ SW. ¼	23	1	9	40	Do.
SE. ¼ SW. ¼	23	1	9	40	Do.
NE. ¼ SE. ¼	23	1	9	40	Do.
NW. ¼ SE. ¼	23	1	9	40	Do.
SW. ¼ SE. ¼	23	1	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SE. ¼ SE. ¼	23	1	9	40	Selected Oct. 22, 1887. List 14.
NE. ¼ NE. ¼	27	1	9	40	Do.
NW. ¼ NE. ¼	27	1	9	40	Do.
SW. ¼ NE. ¼	27	1	9	40	Do.
SE. ¼ NE. ¼	27	1	9	40	Do.
NE. ¼ NW. ¼	27	1	9	40	Do.
NW. ¼ NW. ¼	27	1	9	40	Do.
SW. ¼ NW. ¼	27	1	9	40	Do.
SE. ¼ NW. ¼	27	1	9	40	Do.
NE. ¼ SW. ¼	27	1	9	40	Do.
NW. ¼ SW. ¼	27	1	9	40	Do.
SW. ¼ SW. ¼	27	1	9	40	Do.
SE. ¼ SW. ¼	27	1	9	40	Do.
NE. ¼ SE. ¼	27	1	9	40	Do.
NW. ¼ SE. ¼	27	1	9	40	Do.
SW. ¼ SE. ¼	27	1	9	40	Do.
SE. ¼ SE. ¼	27	1	9	40	Do.
SE. ¼ NE. ¼	1	2	9	40	Do.
NE. ¼ SE. ¼	1	2	9	40	Do.
SE. ¼ SE. ¼	1	2	9	40	Do.
SW. ¼ SE. ¼	1	2	9	40	Do.
SE. ¼ SW. ¼	1	2	9	40	Do.
SW. ¼ SW. ¼	1	2	9	40	Do.
SE. ¼ SE. ¼	3	2	9	40	Do.
SW. ¼ SE. ¼	3	2	9	40	Do.
SE. ¼ SW. ¼	3	2	9	40	Do.
SW. ¼ SW. ¼	3	2	9	40	Do.
NE. ¼ NE. ¼	11	2	9	40	Do.
NW. ¼ NE. ¼	11	2	9	40	Do.
SW. ¼ NE. ¼	11	2	9	40	Do.
SE. ¼ NE. ¼	11	2	9	40	Do.
NE. ¼ NW. ¼	11	2	9	40	Do.
NW. ¼ NW. ¼	11	2	9	40	Do.
SW. ¼ NW. ¼	11	2	9	40	Do.
SE. ¼ NW. ¼	11	2	9	40	Do.
NE. ¼ SE. ¼	11	2	9	40	Do.
NW. ¼ SE. ¼	11	2	9	40	Do.
SW. ¼ SE. ¼	11	2	9	40	Do.
SE. ¼ SE. ¼	11	2	9	40	Do.
NE. ¼ NE. ¼	13	2	9	40	Do.
NW. ¼ NE. ¼	13	2	9	40	Do.
SW. ¼ NE. ¼	13	2	9	40	Do.
SE. ¼ NE. ¼	13	2	9	40	Do.
NE. ¼ NW. ¼	13	2	9	40	Do.
NW. ¼ NW. ¼	13	2	9	40	Do.
SW. ¼ NW. ¼	13	2	9	40	Do.
SE. ¼ NW. ¼	13	2	9	40	Do.
NE. ¼ SW. ¼	13	2	9	40	Do.
NW. ¼ SW. ¼	13	2	9	40	Do.
SW. ¼ SW. ¼	13	2	9	40	Do.
SE. ¼ SW. ¼	13	2	9	40	Do.
NE. ¼ SE. ¼	13	2	9	40	Do.
NW. ¼ SE. ¼	13	2	9	40	Do.
SW. ¼ SE. ¼	13	2	9	40	Do.
SE. ¼ SE. ¼	13	2	9	40	Do.
NE. ¼ SW. ¼	15	2	9	40	Do.
NW. ¼ SW. ¼	15	2	9	40	Do.
SW. ¼ SW. ¼	15	2	9	40	Do.
SE. ¼ SW. ¼	15	2	9	40	Do.
NE. ¼ SE. ¼	15	2	9	40	Do.
NW. ¼ SE. ¼	15	2	9	40	Do.
SW. ¼ SE. ¼	15	2	9	40	Do.
NE. ¼ NE. ¼	23	2	9	40	Do.
NW. ¼ NE. ¼	23	2	9	40	Do.
SW. ¼ NE. ¼	23	2	9	40	Do.
SE. ¼ NE. 1	23	2	9	40	Do.
NE. ¼ NW. ¼	23	2	9	40	Do.
SE. ¼ NW. ¼	23	2	9	40	Do.
NE. ¼ SW. ¼	23	2	9	40	Do.
NW. ¼ SW. ¼	23	2	9	40	Do.
SW. ¼ SW. ¼	23	2	9	40	Do.
SE. ¼ SW. ¼	23	2	9	40	Do.
NE. ¼ SE. ¼	23	2	9	40	Do.
NW. ¼ SE. ¼	23	2	9	40	Do.
SW. ¼ SE. ¼	23	2	9	40	Do.
SE. ¼ SE. ¼	23	2	9	40	Do.
NE. ¼ NE. ¼	25	2	9	40	Do.
NW. ¼ NE. ¼	25	2	9	40	Do.
SW. ¼ NE. ¼	25	2	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
SE. ¼ NE. ¼	25	2	9	40	Selected Oct. 22, 1887. List 14.
NE. ¼ NW. ¼	25	2	9	40	Do.
NW. ¼ NW. ¼	25	2	9	40	Do.
SW. ¼ NW. ¼	25	2	9	40	Do.
SE. ¼ NW. ¼	25	2	9	40	Do.
NE. ¼ SW. ¼	25	2	9	40	Do.
NW. ¼ SW. ¼	25	2	9	40	Do.
SW. ¼ SW. ¼	25	2	9	40	Do.
SE. ¼ SW. ¼	25	2	9	40	Do.
NE. ¼ SE. ¼	25	2	9	40	Do.
NW. ¼ SE. ¼	25	2	9	40	Do.
SW. ¼ SE. ¼	25	2	9	40	Do.
SE. ¼ SE. ¼	25	2	9	40	Do.
NE. ¼ NE. ¼	27	2	9	40	Do.
NW. ¼ NE. ¼	27	2	9	40	Do.
SW. ¼ NE. ¼	27	2	9	40	Do.
SE. ¼ NE. ¼	27	2	9	40	Do.
NE. ¼ NW. ¼	27	2	9	40	Do.
NW. ¼ NW. ¼	27	2	9	40	Do.
SW. ¼ NW. ¼	27	2	9	40	Do.
SE. ¼ NW. ¼	27	2	9	40	Do.
NE. ¼ SW. ¼	27	2	9	40	Do.
NW. ¼ SW. ¼	27	2	9	40	Do.
SW. ¼ SW. ¼	27	2	9	40	Do.
SE. ¼ SW. ¼	27	2	9	40	Do.
NE. ¼ SE. ¼	27	2	9	40	Do.
NW. ¼ SE. ¼	27	2	9	40	Do.
SW. ¼ SE. ¼	27	2	9	40	Do.
SE. ¼ SE. ¼	27	2	9	40	Do.
NE. ¼ NE. ¼	35	2	9	40	Do.
NW. ¼ NE. ¼	35	2	9	40	Do.
SW. ¼ NE. ¼	35	2	9	40	Do.
SE. ¼ NE. ¼	35	2	9	40	Do.
NE. ¼ NW. ¼	35	2	9	40	Do.
NW. ¼ NW. ¼	35	2	9	40	Do.
SW. ¼ NW. ¼	35	2	9	40	Do.
SE. ¼ NW. ¼	35	2	9	40	Do.
NE. ¼ SW. ¼	35	2	9	40	Do.
NW. ¼ SW. ¼	35	2	9	40	Do.
SW. ¼ SW. ¼	35	2	9	40	Do.
SE. ¼ SW. ¼	35	2	9	40	Do.
NE. ¼ SE. ¼	35	2	9	40	Do.
NW. ¼ SE. ¼	35	2	9	40	Do.
SW. ¼ SE. ¼	35	2	9	40	Do.
SE. ¼ SE. ¼	35	2	9	40	Do.
		N.	*E.*		
NE. ¼ NE. ¼	11	8	9	40	Selected Oct. 22, 1887. List 15.
NW. ¼ NE. ¼	11	8	9	40	Do.
SW. ¼ NE. ¼	11	8	9	40	Do.
SE. ¼ NE. ¼	11	8	9	40	Do.
NE. ¼ NW. ¼	11	8	9	40	Do.
NW. ¼ NW. ¼	11	8	9	40	Do.
SW. ¼ NW. ¼	11	8	9	40	Do.
SE. ¼ NW. ¼	11	8	9	40	Do.
NE. ¼ SW. ¼	11	8	9	40	Do.
NW. ¼ SW. ¼	11	8	9	40	Do.
SW. ¼ SW. ¼	11	8	9	40	Do.
SE. ¼ SW. ¼	11	8	9	40	Do.
NE. ¼ SE. ¼	11	8	9	40	Do.
NW. ¼ SE. ¼	11	8	9	40	Do.
SW. ¼ SE. ¼	11	8	9	40	Do.
SE. ¼ SE. ¼	11	8	9	40	Do.
NE. ¼ NE. ¼	13	8	9	40	Do.
NW. ¼ NE. ¼	13	8	9	40	Do.
SW. ¼ NE. ¼	13	8	9	40	Do.
SE. ¼ NE. ¼	13	8	9	40	Do.
NE. ¼ NW. ¼	13	8	9	40	Do.
NW. ¼ NW. ¼	13	8	9	40	Do.
SW. ¼ NW. ¼	13	8	9	40	Do.
SE. ¼ NW. ¼	13	8	9	40	Do.
NE. ¼ SW. ¼	13	8	9	40	Do.
NW. ¼ SW. ¼	13	8	9	40	Do.
SW. ¼ SW. ¼	13	8	9	40	Do.
SE. ¼ SW. ¼	13	8	9	40	Do.
NE. ¼ SE. ¼	13	8	9	40	Do.
NW. ¼ SE. ¼	13	8	9	40	Do.
SW. ¼ SE. ¼	13	8	9	40	Do.
SE. ¼ SE. ¼	13	8	9	40	Do.
NE. ¼ NE. ¼	15	8	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NW. ¼ NE. ¼	15	8	9	40	Selected Oct. 22, 1887. List 15.
SW. ¼ NE. ¼	15	8	9	40	Do.
SE. ¼ NE. ¼	15	8	9	40	Do.
NE. ¼ NW. ¼	15	8	9	40	Do.
NW. ¼ NW. ¼	15	8	9	40	Do.
SW. ¼ NW. ¼	15	8	9	40	Do.
SE. ¼ NW. ¼	15	8	9	40	Do.
NE. ¼ SW. ¼	15	8	9	40	Do.
NW. ¼ SW. ¼	15	8	9	40	Do.
SW. ¼ SW. ¼	15	8	9	40	Do.
SE. ¼ SW. ¼	15	8	9	40	Do.
NE. ¼ SE. ¼	15	8	9	40	Do.
NW. ¼ SE. ¼	15	8	9	40	Do.
SW. ¼ SE. ¼	15	8	9	40	Do.
SE. ¼ SE. ¼	15	8	9	40	Do.
NE. ¼ NE. ¼	17	8	9	40	Do.
NW. ¼ NE. ¼	17	8	9	40	Do.
SW. ¼ NE. ¼	17	8	9	40	Do.
SE. ¼ NE. ¼	17	8	9	40	Do.
NE. ¼ NW. ¼	17	8	9	40	Do.
NW. ¼ NW. ¼	17	8	9	40	Do.
SW. ¼ NW. ¼	17	8	9	40	Do.
SE. ¼ NW. ¼	17	8	9	40	Do.
NE. ¼ SW. ¼	17	8	9	40	Do.
NW. ¼ SW. ¼	17	8	9	40	Do.
SW. ¼ SW. ¼	17	8	9	40	Do.
SE. ¼ SW. ¼	17	8	9	40	Do.
NE. ¼ SE. ¼	17	8	9	40	Do.
NW. ¼ SE. ¼	17	8	9	40	Do.
SW. ¼ SE. ¼	17	8	9	40	Do.
SE. ¼ SE. ¼	17	8	9	40	Do.
Lot 3	19	8	9	34.40	Do.
Lot 4	19	8	9	34.40	Do.
NE. ¼ SW. ¼	19	8	9	40	Do.
SE. ¼ SW. ¼	19	8	9	40	Do.
NE. ¼ SE. ¼	19	8	9	40	Do.
NW. ¼ SE. ¼	19	8	9	40	Do.
SW. ¼ SE. ¼	19	8	9	40	Do.
SE. ¼ SE. ¼	19	8	9	40	Do.
NE. ¼ NE. ¼	21	8	9	40	Do.
NW. ¼ NE. ¼	21	8	9	40	Do.
SW. ¼ NE. ¼	21	8	9	40	Do.
SE. ¼ NE. ¼	21	8	9	40	Do.
NE. ¼ NW. ¼	21	8	9	40	Do.
NW. ¼ NW. ¼	21	8	9	40	Do.
SW. ¼ NW. ¼	21	8	9	40	Do.
SE. ¼ NW. ¼	21	8	9	40	Do.
NE. ¼ SW. ¼	21	8	9	40	Do.
NW. ¼ SW. ¼	21	8	9	40	Do.
SW. ¼ SW. ¼	21	8	9	40	Do.
SE. ¼ SW. ¼	21	8	9	40	Do.
NE. ¼ SE. ¼	21	8	9	40	Do.
NW. ¼ SE. ¼	21	8	9	40	Do.
SW. ¼ SE. ¼	21	8	9	40	Do.
SE. ¼ SE. ¼	21	8	9	40	Do.
NE. ¼ NE. ¼	23	8	9	40	Do.
NW. ¼ NE. ¼	23	8	9	40	Do.
SW. ¼ NE. ¼	23	8	9	40	Do.
SE. ¼ NE. ¼	23	8	9	40	Do.
NE. ¼ NW. ¼	23	8	9	40	Do.
NW. ¼ NW. ¼	23	8	9	40	Do.
SW. ¼ NW. ¼	23	8	9	40	Do.
SE. ¼ NW. ¼	23	8	9	40	Do.
NE. ¼ SW. ¼	23	8	9	40	Do.
NW. ¼ SW. ¼	23	8	9	40	Do.
SW. ¼ SW. ¼	23	8	9	40	Do.
SE. ¼ SW. ¼	23	8	9	40	Do.
NE. ¼ SE. ¼	23	8	9	40	Do.
NW. ¼ SE. ¼	23	8	9	40	Do.
SW. ¼ SE. ¼	23	8	9	40	Do.
SE. ¼ SE. ¼	23	8	9	40	Do.
NE. ¼ NE. ¼	25	8	9	40	Do.
NW. ¼ NE. ¼	25	8	9	40	Do.
SW. ¼ NE. ¼	25	8	9	40	Do.
SE. ¼ NE¼.	25	8	9	40	Do.
NE. ¼ NW. ¼	25	8	9	40	Do.
NW. ¼ NW. ¼	25	8	9	40	Do.
SW. ¼ NW. ¼	25	8	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
SE. ¼ NW. ¼	25	8	9	40	Selected Oct. 22, 1887. List 15.
NE. ¼ SW. ¼	25	8	9	40	Do.
NW. ¼ SW. ¼	25	8	9	40	Do.
SW. ¼ SW. ¼	25	8	9	40	Do.
SE. ¼ SW. ¼	25	8	9	40	Do.
NE. ¼ SE. ¼	25	8	9	40	Do.
NW. ¼ SE. ¼	25	8	9	40	Do.
SW. ¼ SE. ¼	25	8	9	40	Do.
SE. ¼ SE. ¼	25	8	9	40	Do.
NE. ¼ NE. ¼	27	8	9	40	Do.
NW. ¼ NE. ¼	27	8	9	40	Do.
SW. ¼ NE. ¼	27	8	9	40	Do.
SE. ¼ NE. ¼	27	8	9	40	Do.
NE. ¼ NW. ¼	27	8	9	40	Do.
NW. ¼ NW. ¼	27	8	9	40	Do.
SW. ¼ NW. ¼	27	8	9	40	Do.
SE. ¼ NW. ¼	27	8	9	40	Do.
NE. ¼ SW. ¼	27	8	9	40	Do.
NW. ¼ SW. ¼	27	8	9	40	Do.
SW. ¼ SW. ¼	27	8	9	40	Do.
SE. ¼ SW. ¼	27	8	9	40	Do.
NE. ¼ SE. ¼	27	8	9	49	Do.
NW. ¼ SE. ¼	27	8	9	40	Do.
SW. ¼ SE. ¼	27	8	9	40	Do.
SE. ¼ SE. ¼	27	8	9	40	Do.
NE. ¼ NE. ¼	29	8	9	40	Do.
NW. ¼ NE. ¼	29	8	9	40	Do.
SW. ¼ NE. ¼	29	8	9	40	Do.
SE. ¼ NE. ¼	29	8	9	40	Do.
NE. ¼ NW. ¼	29	8	9	40	Do.
NW. ¼ NW. ¼	29	8	9	40	Do.
SW. ¼ NW. ¼	29	8	9	40	Do.
SE. ¼ NW. ¼	29	8	9	40	Do.
NE. ¼ SW. ¼	29	8	9	40	Do.
NW. ¼ SW. ¼	29	8	9	40	Do.
SW. ¼ SW. ¼	29	8	9	40	Do.
SE. ¼ SW. ¼	29	8	9	40	Do.
NE. ¼ SE. ¼	29	8	9	40	Do.
NW. ¼ SE. ¼	29	8	9	40	Do.
SW. ¼ SE. ¼	29	8	9	49	Do.
SE. ¼ SE. ¼	29	8	9	40	Do.
Lot 1	31	8	9	34.41	Do.
Lot 2	31	8	9	34.70	Do.
NE. ¼ NE. ¼	31	8	9	40	Do.
NW. ¼ NE. ¼	31	8	9	40	Do.
SW. ¼ NE. ¼	31	8	8	40	Do.
SE. ¼ NE. ¼	31	8	9	40	Do.
NE. ¼ NW. ¼	31	8	9	40	Do.
SE ¼ NW. ¼	31	8	9	40	Do.
NE. ¼ SE. ¼	31	8	9	40	Do.
NW. ¼ SE. ¼	31	8	9	40	Do.
SW. ¼ SE. ¼	31	8	9	40	Do.
SE. ¼ SE. ¼	31	8	9	40	Do.
NE. ¼ NE. ¼	33	8	9	40	Do.
NW. ¼ NE. ¼	33	8	9	40	Do.
SW. ¼ NE. ¼	33	8	9	40	Do.
SE. ¼ NE. ¼	33	8	9	40	Do.
NE. ¼ NW. ¼	33	8	9	40	Do.
NW. ¼ NW. ¼	33	8	9	40	Do.
SW. ¼ NW. ¼	33	8	9	40	Do.
SE. ¼ NW. ¼	33	8	9	40	Do.
NE. ¼ SW. ¼	33	8	9	40	Do.
NW. ¼ SW. ¼	33	8	9	40	Do.
SW. ¼ SW. ¼	33	8	9	40	Do.
SE. ¼ SW. ¼	33	8	9	40	Do.
NE. ¼ SE. ¼	33	8	9	40	Do.
NW. ¼ SE. ¼	33	8	9	40	Do.
SW. ¼ SE. ¼	33	8	9	40	Do.
SE. ¼ SE. ¼	33	8	9	40	Do.
NE. ¼ NE. ¼	35	8	9	40	Do.
NW. ¼ NE. ¼	35	8	9	40	Do.
SW. ¼ NE. ¼	35	8	9	40	Do.
SE. ¼ NE. ¼	35	8	9	40	Do.
NE. ¼ NW. ¼	35	8	9	40	Do.
NW. ¼ NW. ¼	35	8	9	40	Do.
SW. ¼ NW. ¼	35	8	9	40	Do.
SE. ¼ NW. ¼	35	8	9	40	Do.
NE. ¼ SW. ¼	35	8	9	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NW. ¼ SW. ¼	35	8	9	40	Selected Oct. 22, 1887. List 15.
SW. ¼ SW. ¼	35	8	9	40	Do.
SE. ¼ SW. ¼	35	8	9	40	Do.
NE. ¼ SE. ¼	35	8	9	40	Do.
NW. ¼ SE. ¼	35	8	9	40	Do.
SW. ¼ SE. ¼	35	8	9	40	Do.
SE. ¼ SE. ¼	35	8	9	40	Do.
Lot 1	1	7	10	39.72	Do.
Lot 2	1	7	10	39.15	Do.
Lot 3	1	7	10	38.59	Do.
Lot 4	1	7	10	38.02	Do.
SW. ¼ NE. ¼	1	7	10	40	Do.
SE. ¼ NE. ¼	1	7	10	40	Do.
SW. ¼ NW. ¼	1	7	10	40	Do.
SE. ¼ NW. ¼	1	7	10	40	Do.
NE. ¼ SW. ¼	1	7	10	40	Do.
NW. ¼ SW. ¼	1	7	10	40	Do.
SW. ¼ SW. ¼	1	7	10	40	Do.
SE. ¼ SW. ¼	1	7	10	40	Do.
NE. ¼ SE. ¼	1	7	10	40	Do.
NW. ¼ SE. ¼	1	7	10	40	Do.
SW. ¼ SE. ¼	1	7	10	40	Do.
SE. ¼ SE. ¼	1	7	10	40	Do.
Lot 1	3	7	10	40.86	Do.
Lot 2	3	7	10	41.01	Do.
Lot 3	3	7	10	41.17	Do.
Lot 4	3	7	10	41.32	Do.
SW. ¼ NE. ¼	3	7	10	40	Do.
SE. ¼ NE. ¼	3	7	10	40	Do.
SW. ¼ NW. ¼	3	7	10	40	Do.
SE. ¼ NW. ¼	3	7	10	40	Do.
NE. ¼ SW. ¼	3	7	10	40	Do.
NW. ¼ SW. ¼	3	7	10	40	Do.
SW. ¼ SW. ¼	3	7	10	40	Do.
SE. ¼ SW. ¼	3	7	10	40	Do.
NE. ¼ SE. ¼	3	7	10	40	Do.
NW. ¼ SE. ¼	3	7	10	40	Do.
SW. ¼ SE. ¼	3	7	10	40	Do.
SE. ¼ SE. ¼	3	7	10	40	Do.
Lot 1	5	7	10	40.90	Do.
Lot 2	5	7	10	42.30	Do.
Lot 3	5	7	10	43.70	Do.
Lot 4	5	7	10	45.10	Do.
SW. ¼ NE. ¼	5	7	10	40	Do.
SE. ¼ NE. ¼	5	7	10	40	Do.
SW. ¼ NW. ¼	5	7	10	40	Do.
SE. ¼ NW. ¼	5	7	10	40	Do.
NE. ¼ SW. ¼	5	7	10	40	Do.
NW. ¼ SW. ¼	5	7	10	40	Do.
SW. ¼ SW. ¼	5	7	10	40	Do.
SE. ¼ SW. ¼	5	7	10	40	Do.
NE. ¼ SE. ¼	5	7	10	40	Do.
NW. ¼ SE. ¼	5	7	10	40	Do.
SW. ¼ SE. ¼	5	7	10	40	Do.
SE. ¼ SE. ¼	5	7	10	40	Do.
Lot 1	7	7	10	40.52	Do.
Lot 2	7	7	10	40.31	Do.
Lot 3	7	7	10	40.11	Do.
Lot 4	7	7	10	39.90	Do.
NE. ¼ NE. ¼	7	7	10	40	Do.
NW. ¼ NE. ¼	7	7	10	40	Do.
SW. ¼ NE. ¼	7	7	10	40	Do.
SE. ¼ NE. ¼	7	7	10	40	Do.
NE. ¼ NW. ¼	7	7	10	40	Do.
SE. ¼ NW. ¼	7	7	10	40	Do.
NE. ¼ SW. ¼	7	7	10	40	Do.
SE. ¼ SW. ¼	7	7	10	40	Do.
NE. ¼ SE. ¼	7	7	10	40	Do.
NW. ¼ SE. ¼	7	7	10	40	Do.
SW. ¼ SE. ¼	7	7	10	40	Do.
SE. ¼ SE. ¼	7	7	10	40	Do,
NE. ¼ NE. ¼	7	7	10	40	Do.
NW. ¼ NE. ¼	9	7	10	40	Do.
SW. ¼ NE. ¼	9	7	10	40	Do.
SE. ¼ NE. ¼	9	7	10	40	Do.
NE. ¼ NW. ¼	9	7	10	40	Do.
NW. ¼ NW. ¼	9	7	10	40	Do.
SW. ¼ NW. ¼	9	7	10	40	Do.

List No 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
SE. ¼ NW. ¼	9	7	10	40	Selected Oct. 22, 1887. List 15.
NE. ¼ SW. ¼	9	7	10	40	Do.
NW. ¼ SW. ¼	9	7	10	40	Do.
SW. ¼ SW. ¼	9	7	10	40	Do.
SE. ¼ SW. ¼	9	7	10	40	Do.
NE. ¼ SE. ¼	9	7	10	40	Do.
NW. ¼ SE. ¼	9	7	10	40	Do.
SW. ¼ SE. ¼	9	7	10	40	Do.
SE. ¼ SE. ¼	9	7	10	40	Do.
NE. ¼ NE. ¼	11	7	10	40	Do.
NW. ¼ NE. ¼	11	7	10	40	Do.
SW. ¼ NE. ¼	11	7	10	40	Do.
SE. ¼ NE. ¼	11	7	10	40	Do.
NE. ¼ NW. ¼	11	7	10	40	Do.
NW. ¼ NW. ¼	11	7	10	40	Do.
SW. ¼ NW. ¼	11	7	10	40	Do.
SE. ¼ NW. ¼	11	7	10	40	Do.
NE. ¼ SW. ¼	11	7	10	40	Do.
NW. ¼ SW. ¼	11	7	10	40	Do.
SW. ¼ SW. ¼	11	7	10	40	Do.
SE. ¼ SW. ¼	11	7	10	40	Do.
NE. ¼ SE. ¼	11	7	10	40	Do.
NW. ¼ SE. ¼	11	7	10	40	Do.
NW. ¼ SE. ¼	11	7	10	40	Do.
SE. ¼ SE. ¼	11	7	10	40	Do.
NE. ¼ NE. ¼	13	7	10	40	Do.
NW. ¼ NE. ¼	13	7	10	40	Do.
SW. ¼ NE. ¼	13	7	10	40	Do.
SE. ¼ NE. ¼	13	7	10	40	Do.
NE. ¼ NW. ¼	13	7	10	40	Do.
NW. ¼ NW. ¼	13	7	10	40	Do.
SW. ¼ NW. ¼	13	7	10	40	Do.
SE. ¼ NW. ¼	13	7	10	40	Do.
NE. ¼ SW. ¼	13	7	10	40	Do.
NW. ¼ SW. ¼	13	7	10	40	Do.
SW. ¼ SW. ¼	13	7	10	40	Do.
SE. ¼ SW. ¼	13	7	10	40	Do.
NE. ¼ SE. ¼	13	7	10	40	Do.
NW. ¼ SE. ¼	13	7	10	40	Do.
SW. ¼ SE. ¼	13	7	10	40	Do.
SE. ¼ SE. ¼	13	7	10	40	Do.
NE. ¼ NE. ¼	15	7	10	40	Do.
NW. ¼ NE. ¼	15	7	10	40	Do.
SW. ¼ NE. ¼	15	7	10	40	Do.
SE. ¼ NE. ¼	15	7	10	40	Do.
NE. ¼ NW. ¼	15	7	10	40	Do.
NW. ¼ NW. ¼	15	7	10	40	Do.
SW. ¼ NW. ¼	15	7	10	40	Do.
SE. ¼ NW. ¼	15	7	10	40	Do.
NE. ¼ SW. ¼	15	7	10	40	Do.
NW. ¼ SW. ¼	15	7	10	40	Do.
SW. ¼ SW. ¼	15	7	10	40	Do.
SE. ¼ SW. ¼	15	7	10	40	Do.
NE. ¼ SE. ¼	15	7	10	40	Do.
NW. ¼ SE. ¼	15	7	10	40	Do.
SW. ¼ SE. ¼	15	7	10	40	Do.
SE. ¼ SE. ¼	15	7	10	40	Do.
NE. ¼ NE. ¼	17	7	10	40	Do.
NW. ¼ NE. ¼	17	7	10	40	Do.
SW. ¼ NE. ¼	17	7	10	40	Do.
SE. ¼ NE. ¼	17	7	10	40	Do.
NE. ¼ NW. ¼	17	7	10	40	Do.
NW. ¼ NW. ¼	17	7	10	40	Do.
SW. ¼ NW. ¼	17	7	10	40	Do.
SE. ¼ NW. ¼	17	7	10	40	Do.
NE. ¼ SW. ¼	17	7	10	40	Do.
NW. ¼ SW. ¼	17	7	10	40	Do.
SW. ¼ SW. ¼	17	7	10	40	Do.
SE. ¼ SW. ¼	17	7	10	40	Do.
NE. ¼ SE. ¼	17	7	10	40	Do.
NW. ¼ SE. ¼	17	7	10	40	Do.
SW. ¼ SE. ¼	17	7	10	40	Do.
SE. ¼ SE. ¼	17	7	10	40	Do.
NE. ¼ NE. ¼	19	7	10	40	Do.
NW. ¼ NE. ¼	19	7	10	40	Do.
SW. ¼ NE. ¼	19	7	10	40	Do.
SE. ¼ NE. ¼	19	7	10	40	Do.
NE. ¼ SE. ¼	19	7	10	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NW. ¼ SE. ¼	19	7	10	40	Selected Oct. 22, 1887. List 15.
SW. ¼ SE. ¼	19	7	10	40	Do.
SE. ¼ SE. ¼	19	7	10	40	Do.
NE. ¼ NE. ¼	21	7	10	40	Do.
NW. ¼ NE. ¼	21	7	10	40	Do.
SW. ¼ NE. ¼	21	7	10	40	Do.
SE. ¼ NE. ¼	21	7	10	40	Do.
NE. ¼ NW. ¼	21	7	10	40	Do.
NW. ¼ NW. ¼	21	7	10	40	Do.
SW. ¼ NW. ¼	21	7	10	40	Do.
SE. ¼ NW. ¼	21	7	10	40	Do.
NE. ¼ SW. ¼	21	7	10	40	Do.
NW. ¼ SW. ¼	21	7	10	40	Do.
SW. ¼ SW. ¼	21	7	10	40	Do.
SE. ¼ SW. ¼	21	7	10	40	Do.
NE. ¼ SE. ¼	21	7	10	40	Do.
NW. ¼ SE. ¼	21	7	10	40	Do.
SW. ¼ SE. ¼	21	7	10	40	Do.
SE. ¼ SE. ¼	21	7	10	40	Do.
NE. ¼ NE. ¼	23	7	10	40	Do.
NW. ¼ NE. ¼	23	7	10	40	Do.
SW. ¼ NE. ¼	23	7	10	40	Do.
SE. ¼ NE. ¼	23	7	10	40	Do.
NE. ¼ NW. ¼	23	7	10	40	Do.
NW. ¼ NW. ¼	23	7	10	40	Do.
SW. ¼ NW. ¼	23	7	10	40	Do.
SE. ¼ NW. ¼	23	7	10	40	Do.
NE. ¼ SW. ¼	23	7	10	40	Do.
NW. ¼ SW. ¼	23	7	10	40	Do.
SW. ¼ SW. ¼	23	7	10	40	Do.
SE. ¼ SW. ¼	23	7	10	40	Do.
NE. ¼ SE. ¼	23	7	10	40	Do.
NW. ¼ SE. ¼	23	7	10	40	Do.
SW. ¼ SE. ¼	23	7	10	40	Do.
SE. ¼ SE. ¼	23	7	10	40	Do.
NE. ¼ NW. ¼	25	7	10	40	Do.
NW. ¼ NW. ¼	25	7	10	40	Do.
SW. ¼ NW. ¼	25	7	10	40	Do.
SE. ¼ NW. ¼	25	7	10	40	Do.
NE. ¼ NE. ¼	27	7	10	40	Do.
NW. ¼ NE. ¼	27	7	10	40	Do.
SW. ¼ NE. ¼	27	7	10	40	Do.
SE. ¼ NE. ¼	27	7	10	40	Do.
NE. ¼ NW. ¼	27	7	10	40	Do.
NW. ¼ NW. ¼	27	7	10	40	Do.
SW. ¼ NW. ¼	27	7	10	40	Do.
SE. ¼ NW. ¼	27	7	10	40	Do.
NE. ¼ SW. ¼	27	7	10	40	Do.
NW. ¼ SW. ¼	27	7	10	40	Do.
SW. ¼ SW. ¼	27	7	10	40	Do.
SE. ¼ SW. ¼	27	7	10	40	Do.
NE. ¼ SE. ¼	27	7	10	40	Do.
NW. ¼ SE. ¼	27	7	10	40	Do.
SW. ¼ SE. ¼	27	7	10	40	Do.
SE. ¼ SE. ¼	27	7	10	40	Do.
Lot 1	27	7	10	40	Do.
Lot 2	1	7	11	39.83	Do.
Lot 3	1	7	11	39.47	Do.
Lot 4	1	7	11	39.13	Do.
SW. ¼ NE. ¼	1	7	11	38.77	Do.
SE. ¼ NE. ¼	1	7	11	40	Do.
SW. ¼ NW. ¼	1	7	11	40	Do.
SE. ¼ NW. ¼	1	7	11	40	Do.
NE. ¼ SW. ¼	1	7	11	40	Do.
NW. ¼ SW. ¼	1	7	11	40	Do.
SW. ¼ SW. ¼	1	7	11	40	Do.
SE. ¼ SW. ¼	1	7	11	40	Do.
NE. ¼ SE. ¼	1	7	11	40	Do.
NW. ¼ SE. ¼	1	7	11	40	Do.
SW. ¼ SE. ¼	1	7	11	40	Do.
SE. ¼ SE. ¼	1	7	11	40	Do.
Lot 1	3	7	11	39.55	Do.
Lot 2	3	7	11	39.45	Do.
Lot 3	3	7	11	39.35	Do.
Lot 4	3	7	11	39.25	Do.
SW. ¼ NE. ¼	3	7	11	40	Do.
SE. ¼ NE. ¼	3	7	11	40	Do.
SW. ¼ NW. ¼	3	7	11	40	Do.
SE. ¼ NW. ¼	3	7	11	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NE. ¼ SW. ¼	3	7	11	40	Selected Oct. 22, 1887. List 15.
NW. ¼ SW. ¼	3	7	11	40	Do.
SW. ¼ SW. ¼	3	7	11	40	Do.
SE. ¼ SW. ¼	3	7	11	40	Do.
NE. ¼ SE. ¼	3	7	11	40	Do.
NW. ¼ SE. ¼	3	7	11	40	Do.
SW. ¼ SE. ¼	3	7	11	40	Do.
SE. ¼ SE. ¼	3	7	11	40	Do.
Lot 1	5	7	11	39.30	Do.
Lot 2	5	7	11	39.32	Do.
Lot 3	5	7	11	39.36	Do.
Lot 4	5	7	11	39.38	Do.
SW. ¼ NE. ¼	5	7	11	40	Do.
SE. ¼ NE. ¼	5	7	11	40	Do.
SW. ¼ NW. ¼	5	7	11	40	Do.
SE. ¼ NW. ¼	5	7	11	40	Do.
NE. ¼ SW. ¼	5	7	11	40	Do.
NW. ¼ SW. ¼	5	7	11	40	Do.
SW. ¼ SW. ¼	5	7	11	40	Do.
SE. ¼ SW. ¼	5	7	11	40	Do.
NE. ¼ SE. ¼	5	7	11	40	Do.
NW. ¼ SE. ¼	5	7	11	40	Do.
SW. ¼ SE. ¼	5	7	11	40	Do.
SE. ¼ SE. ¼	5	7	11	40	Do.
Lot 1	7	7	11	37.35	Do.
Lot 2	7	7	11	37.36	Do.
Lot 3	7	7	11	37.38	Do.
Lot 4	7	7	11	37.39	Do.
NE. ¼ NE. ¼	7	7	11	40	Do.
NW. ¼ NE. ¼	7	7	11	40	Do.
SW. ¼ NE. ¼	7	7	11	40	Do.
SE. ¼ NE. ¼	7	7	11	40	Do.
NE. ¼ NW. ¼	7	7	11	40	Do.
SE. ¼ NW. ¼	7	7	11	40	Do.
NE. ¼ SW. ¼	7	7	11	40	Do.
SE. ¼ SW. ¼	7	7	11	40	Do.
NE. ¼ SE. ¼	7	7	11	40	Do.
NW. ¼ SE. ¼	7	7	11	40	Do.
SW. ¼ SE. ¼	7	7	11	40	Do.
SE. ¼ SE. ¼	7	7	11	40	Do.
NE. ¼ NE. ¼	9	7	11	40	Do.
NW. ¼ NE. ¼	9	7	11	40	Do.
SW. ¼ NE. ¼	9	7	11	40	Do.
SE. ¼ NE. ¼	9	7	11	40	Do.
NE. ¼ NW. ¼	9	7	11	40	Do.
NW. ¼ NW. ¼	9	7	11	40	Do.
SW. ¼ NW. ¼	9	7	11	40	Do.
SE. ¼ NW. ¼	9	7	11	40	Do.
NE. ¼ SW. ¼	9	7	11	40	Do.
NW. ¼ SW. ¼	9	7	11	40	Do.
SW. ¼ SW. ¼	9	7	11	40	Do.
SE. ¼ SW. ¼	9	7	11	40	Do.
NE. ¼ SE. ¼	9	7	11	40	Do.
NW. ¼ SE. ¼	9	7	11	40	Do.
SW. ¼ SE. ¼	9	7	11	40	Do.
SE. ¼ SE. ¼	9	7	11	40	Do.
NE. ¼ NE. ¼	11	7	11	40	Do.
NW. ¼ NE. ¼	11	7	11	40	Do.
SW. ¼ NE. ¼	11	7	11	40	Do.
SE. ¼ NE. ¼	11	7	11	40	Do.
NE. ¼ NW. ¼	11	7	11	40	Do.
NW. ¼ NW. ¼	11	7	11	40	Do.
SW. ¼ NW. ¼	11	7	11	40	Do.
SE. ¼ NW. ¼	11	7	11	40	Do.
NE. ¼ SW. ¼	11	7	11	40	Do.
NW. ¼ SW. ¼	11	7	11	40	Do.
SW. ¼ SW. ¼	11	7	11	40	Do.
SE. ¼ SW. ¼	11	7	11	40	Do.
NW. ¼ NW. ¼	15	7	11	40	Do.
SW. ¼ NW. ¼	15	7	11	40	Do.
NE. ¼ NE. ¼	17	7	11	40	Do.
NW. ¼ NE. ¼	17	7	11	40	Do.
SW. ¼ NE. ¼	17	7	11	40	Do.
SE. ¼ NE. ¼	17	7	11	40	Do.
NE. ¼ NW. ¼	17	7	11	40	Do.
NW. ¼ NW. ¼	17	7	11	40	Do.
SW. ¼ NW. ¼	17	7	11	40	Do.
SE. ¼ NW. ¼	17	7	11	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NE. ¼ SW. ¼	17	7	11	40	Selected Oct. 22, 1887. List 15.
NW. ¼ SW. ¼	17	7	11	40	Do.
SW. ¼ SW. ¼	17	7	11	40	Do.
SE. ¼ SW. ¼	17	7	11	40	Do.
NE. ¼ SE. ¼	17	7	11	40	Do.
NW. ¼ SE. ¼	17	7	11	40	Do.
SW. ¼ SE. ¼	17	7	11	40	Do.
SE. ¼ SE. ¼	17	7	11	40	Do.
Lot 1	19	7	11	37.70	Do.
Lot 2	19	7	11	37.56	Do.
Lot 3	19	7	11	37.44	Do.
Lot 4	19	7	11	37.30	Do.
NE. ¼ NE. ¼	19	7	11	40	Do.
NW. ¼ NE. ¼	19	7	11	40	Do.
SW. ¼ NE. ¼	19	7	11	40	Do.
SE. ¼ NE. ¼	19	7	11	40	Do.
NE. ¼ NW. ¼	19	7	11	40	Do.
SE. ¼ NW. ¼	19	7	11	40	Do.
NE. ¼ SW. ¼	19	7	11	40	Do.
SE. ¼ SW. ¼	19	7	11	40	Do.
		S.	*W.*		
Lot 1	1	6	3	41.01	Selected Feb. 19, 1889. List 23.
Lot 2	1	6	3	41.09	Do.
Lot 3	1	6	3	41.17	Do.
Lot 4	1	6	3	41.25	Do.
SW. ¼ NE. ¼	1	6	3	40	Do.
SE. ¼ NE. ¼	1	6	3	40	Do.
SW. ¼ NW. ¼	1	6	3	40	Do.
SE. ¼ NW. ¼	1	6	3	40	Do.
NE. ¼ SW. ¼	1	6	3	40	Do.
NW. ¼ SW. ¼	1	6	3	40	Do.
SW. ¼ SW. ¼	1	6	3	40	Do.
SE. ¼ SW. ¼	1	6	3	40	Do.
NE. ¼ SE. ¼	1	6	3	40	Do.
NW. ¼ SE. ¼	1	6	3	40	Do.
SW. ¼ SE. ¼	1	6	3	40	Do.
SE. ¼ SE. ¼	1	6	3	40	Do.
NE. ¼ NE. ¼	11	6	3	40	Do.
NW. ¼ NE. ¼	11	6	3	40	Do.
SW. ¼ NE. ¼	11	6	3	40	Do.
SE. ¼ NE. ¼	11	6	3	40	Do.
NE. ¼ NW. ¼	11	6	3	40	Do.
NW. ¼ NW. ¼	11	6	3	40	Do.
SW. ¼ NW. ¼	11	6	3	40	Do.
SE. ¼ NW. ¼	11	6	3	40	Do.
NE. ¼ SW. ¼	11	6	3	40	Do.
NW. ¼ SW. ¼	11	6	3	40	Do.
SW. ¼ SW. ¼	11	6	3	40	Do.
SE. ¼ SW. ¼	11	6	3	40	Do.
NE. ¼ SE. ¼	11	6	3	40	Do.
NW. ¼ SE. ¼	11	6	3	40	Do.
SW. ¼ SE. ¼	11	6	3	40	Do.
SE. ¼ SE. ¼	11	6	3	40	Do.
Lot 1	11	6	3	40	Do.
Lot 2	23	6	3	30.08	Do.
Lots 5, 6, and 7	23	6	3	39.40	Do.
NW. ¼ NW. ¼	23	6	3	47.38	Do.
Lot 1	23	6	3	40	Do.
NE. ¼ NE. ¼	7	5	4	41.65	Do.
NW. ¼ NE. ¼	7	5	4	40	Do.
SW. ¼ NE. ¼	7	5	4	40	Do.
SE. ¼ NE. ¼	7	5	4	40	Do.
NE. ¼ NW. ¼	7	5	4	40	Do.
NE. ¼ NE. ¼	7	5	4	40	Do.
NW. ¼ NE. ¼	17	5	4	40	Do.
SE. ¼ NE. ¼	17	5	4	40	Do.
Lot 1	17	5	4	40	Do.
NE. ¼ NW. ¼	31	5	4	39.83	Do.
SE. ¼ NW. ¼	31	5	4	40	Do.
NE. ¼ SW. ¼	31	5	4	40	Do.
Lot 1	31	5	4	40	Do.
Lot 2	19	4	4	42.06	Do.
NE. ¼ NW. ¼	19	4	4	41.77	Do.
SE. ¼ NW. ¼	19	4	4	40	Do.
NE. ¼ NW. ¼	19	4	4	40	Do.
NW. ¼ NW. ¼	29	4	4	40	Do.
SW. ¼ NW. ¼	29	4	4	40	Do.
SE. ¼ NW. ¼	29	4	4	40	Do.
Lot 1	29	4	4	40	Do.
	31	4	4	42.17	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
Lot 2	31	4	4	42.08	Selected Feb. 19, 1889. List 23.
Lot 3	31	4	4	42.01	Do.
Lot 4	31	4	4	41.94	Do.
NE. ¼ NE. ¼	31	4	4	40	Do.
NW. ¼ NE. ¼	31	4	4	40	Do.
SW. ¼ NE. ¼	31	4	4	40	Do.
SE. ¼ NE. ¼	31	4	4	40	Do.
NE. ¼ NW. ¼	31	4	4	40	Do.
SE. ¼ NW. ¼	31	4	4	40	Do.
NE. ¼ SW. ¼	31	4	4	40	Do.
SE. ¼ SW. ¼	31	4	4	40	Do.
NE. ¼ SE. ¼	31	4	4	40	Do.
NW. ¼ SE. ¼	31	4	4	40	Do.
SW. ¼ SE. ¼	31	4	4	40	Do.
SE. ¼ SE. ¼	31	4	4	40	Do.
NE. ¼ SW. ¼	3	4	5	40	Do.
NW. ¼ SW. ¼	3	4	5	40	Do.
SW. ¼ SW. ¼	3	4	5	40	Do.
SE. ¼ SW. ¼	3	4	5	40	Do.
NE. ¼ SE. ¼	3	4	5	40	Do.
NW. ¼ SE. ¼	3	4	5	40	Do.
SW. ¼ SE. ¼	3	4	5	40	Do.
SE. ¼ SE. ¼	3	4	5	40	Do.
NE. ¼ NE. ¼	9	3	5	40	Do.
Lot 1	31	1	5	36.23	Do.
Lot 2	31	1	5	35.86	Do.
Lot 3	31	1	5	35.49	Do.
Lot 4	31	1	5	35.12	Do.
NW. ¼ NE. ¼	31	1	5	40	Do.
NE. ¼ NW. ¼	31	1	5	40	Do.
SE. ¼ NW. ¼	31	1	5	40	Do.
NE. ¼ SW. ¼	31	1	5	40	Do.
SE. ¼ SE. ¼	31	1	5	40	Do.
SE. ¼ SE. ¼	5	3	6	40	Do.
SW. ¼ SW. ¼ (fractional)	7	3	6	44.80	Do.
SE. ¼ SW. ¼	7	3	6	40	Do.
SW. ¼ SE. ¼	7	3	6	40	Do.
SE. ¼ SE. ¼	7	3	6	40	Do.
Lot 1	1	2	6	40.28	Do.
Lot 4	1	2	6	42.20	Do.
SW. ¼ NW. ¼	1	2	6	40	Do.
SE. ¼ NW. ¼	1	2	6	40	Do.
NE. ¼ SW. ¼	1	2	6	40	Do.
NW. ¼ SW ¼	1	2	6	40	Do.
SE. ¼ NE. ¼	23	2	6	40	Do.
Lot 1	1	3	7	40.20	Do.
Lot 2	1	3	7	40.60	Do.
Lot 3	1	3	7	41	Do.
SW. ¼ NE. ¼	1	3	7	40	Do.
SE. ¼ NE. ¼	1	3	7	40	Do.
SE. ¼ NW. ¼	1	3	7	40	Do.
NE. ¼ SW. ¼	1	3	7	40	Do.
SE. ¼ SW. ¼	1	3	7	40	Do.
NE. ¼ SE. ¼	1	3	7	40	Do.
NW. ¼ SE. ¼	1	3	7	40	Do.
SW. ¼ SE. ¼	1	3	7	40	Do.
SE. ¼ SE. ¼	1	3	7	40	Do.
		N.	*W.*		
S. ½ NE. ¼, S. ½ NW. ¼, and S. ½	1	18	7	480	Selected Nov. 9, 1891. List 30.
NE. ¼	9	18	7	160	Do.
E. ½ NE. ¼, SW. ¼ NE. ¼, W. ½, W. ½ SE. ¼, and NE. ¼ SE. ¼.	11	18	7	560	Do.
N. ½	25	18	7	320	Do.
NE. ¼	15	18	7	160	Selected Nov. 9, 1891. List 31.
		N.	*E.*		
SE. ¼	1	8	8	160	Selected Aug. 13, 1892. List 213.
NE. ¼	13	8	8	160	Do.
SE. ¼	13	8	8	160	Do.
		N.	*W.*		
Lot 1	3	2	12	40	Selected May 6, 1893. List 218.
Lot 2	3	2	12	40	Do.
S. ½ NE. ¼	3	2	12	80	Do.
Lot 3	3	2	12	40	Do.
Lot 4	3	2	12	40	Do.
S. ½ NW. ¼	3	2	12	80	Do.
SW. ¼	3	2	12	160	Do.
W. ½ SE. ¼	3	2	12	80	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	Selected May 6,1893. List 218.
NE. ¼ SE. ¼	3	2	12	40	Do.
Lot 1	5	2	12	39.81	Do.
Lot 2	5	2	12	40.15	Do.
S. ½ NE. ¼	5	2	12	80	Do.
Lot 3	5	2	12	40.51	Do.
Lot 4	5	2	12	40.85	Do.
S. ½ SW. ¼	5	2	12	80	Do.
Whole	7	2	12	640.38	Do.
NE. ¼ NE. ¼	9	2	12	40	Do.
S. ½ NE. ¼	9	2	12	80	Do.
NW. ¼ NW. ¼	9	2	12	40	Do.
SE. ¼	9	2	12	160	Do.
NE. ¼ NE. ¼	11	2	12	40	Do.
W. ½ NE. ¼	11	2	12	80	Do.
NW. ¼	11	2	12	160	Do.
E. ½ NE. ¼	17	2	12	80	Do.
W. ½ NE. ¼	17	2	12	80	Do.
E. ½ NW. ¼	17	2	12	80	Do.
NW. ¼ NW. ¼	17	2	12	40	Do.
Lot 1	19	2	12	40	Do.
Lot 2	19	2	12	40	Do.
Lot 3	19	2	12	40	Do.
Lot 4	19	2	12	40	Do.
SW. ¼ NW. ¼	21	2	12	40	Do.
W. ½ SW. ¼	21	2	12	80	Do.
NE. ¼ NE. ¼	29	2	12	40	Do.
S. ½ NE. ¼	29	2	12	80	Do.
SE. ¼ NW. ¼	29	2	12	40	Do.
SW. ¼ NW. ¼	29	2	12	40	Do.
N. ½ SW. ¼	29	2	12	80	Do.
N. ½ SE. ¼	29	2	12	80	Do.
SE. ¼ SE. ¼	29	2	12	40	Do.
SW. ¼ NE. ¼	31	2	12	40	Do.
SE. ¼ NW. ¼	31	2	12	40	Do.
Lot 2	31	2	12	40.37	Do.
Lot 3	31	2	12	40.22	Do.
Lot 4	31	2	12	40.07	Do.
NE. ¼ SW. ¼	31	2	12	40	Do.
N. ½ NW. ¼	33	2	12	80	Do.
S. ½ SE. ¼	33	3	12	80	Do.
N. ½ SE. ¼	33	3	12	80	Do.
W. ½ SW. ¼	21	2	13	80	Do.
SE. ¼ SW. ¼	21	2	13	40	Do.
SW. ¼ SE. ¼	21	2	13	40	Do.
E. ½ NE. ¼	25	2	13	80	Do.
S. ½ SW. ¼	25	2	13	80	Do.
W. ½ SE. ¼	25	2	13	80	Do.
NE. ¼	27	2	13	160	Do.
NW. ¼	27	2	13	160	Do.
W. ½ SW. ¼	27	2	13	80	Do.
W. ½ SE. ¼	27	2	13	80	Do.
Whole	29	2	13	640	Do.
Whole	31	2	13	634.57	Do.
Whole	33	2	13	640	Do.
NE. ¼	35	2	13	160	Do.
N. ½ NW. ¼	35	2	13	80	Do.
S. ½ NW. ¼	35	2	13	80	Do.
NE. ¼ SW. ¼	35	2	13	40	Do.
S. ½ SW. ¼	35	2	13	80	Do.
SE. ¼	35	2	13	160	Do.
Lot 1	1	1	14	40.01	Do.
Lot 2	1	1	14	40.01	Do.
S. ½ NE. ¼	1	1	14	80	Do.
Lot 3	1	1	14	40.01	Do.
SE. ¼ NW. ¼	1	1	14	40	Do.
		N.	*E.*		
NE. ¼	17	7	9	160	Selected May 6, 1893. List 219.
Whole	21	8	11	640	Do.
Whole	29	8	11	640	Do.
Lot 3	5	7	12	36.59	Do.
Lot 4	5	7	12	37.58	Do.
S. ½ NW. ¼	5	7	12	80	Do.
W. ½ SW. ¼	5	7	12	80	Do.
Whole	1	16	1	639.68	Selected May 6, 1893. List 222.
E. ½ NW. ¼ and lots 1 and 2	7	16	1	148.64	Do.
Whole	11	16	1	640	Do.
NE. ¼, W. ½ NW. ¼, W. ½ SW. ¼, SE. ¼ SW. ¼, S ½ SE. ¼, and NE. ¼ SE. ¼.	15	16	1	480	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA MERIDIAN, HELENA DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	Selected May 6, 1893. List 222.
NE. ¼	23	16	1	160	Do.
N. ½ SE. ¼	23	16	1	80	Do.
N. ½ NE. ¼	25	16	1	80	Do.
Whole	1	16	2	640.08	Do.
Whole	3	16	2	637.44	Do.
Whole	5	16	2	636	Do.
Whole	7	16	2	640.84	Do.
N. ½ NE. ¼, SE. ¼ NE. ¼, N. ½ NW. ¼, W. ½ SE. ¼, SE. ¼ SE. ¼, and SW. ¼.	9	16	2	480	Do.
Whole	11	16	2	640	Do.
Whole	13	16	2	640	Do.
Whole	15	16	2	640	Do.
Whole	17	16	2	640	Do.
Whole	19	16	2	641.76	Do.
E. ½ NE. ¼, W. ½ NW. ¼, and SE. ¼ NW. ¼	21	16	2	200	Do.
SW. ¼ E. ½, SE. ¼ and SW. ¼ SE. ¼	21	16	2	280	Do.
Whole	23	16	2	640	Do.
Whole	25	16	2	640	Do.
N. ½	27	16	2	320	Do.
S. ½	27	16	2	320	Do.
N. ½	29	16	2	320	Do.
N. ½ SW. ¼	29	16	2	80	Do.
N. ½ SE. ¼ and SE. ¼ SE. ¼	29	16	2	120	Do.
N. ½ NE. ¼ and SE. ¼ NE. ¼	33	16	2	120	Do.
N. ½ NW. ¼	33	16	2	80	Do.
NE. ¼ SE. ¼	33	16	2	40	Do.
Whole	35	16	2	640	Do.
Whole	1	15	3	639.40	Selected May 6, 1893. List 223.
Whole	3	15	3	641.36	Do.
S. ½ NE. ¼ and lots 1 and 2	5	15	3	159.68	Do.
Whole	9	15	3	640	Do.
Whole	11	15	3	640	Do.
Whole	13	15	3	640	Do.
N. ½	15	15	3	320	Do.
N. ½ SW. ¼	15	15	3	80	Do.
N. ½ SE. ¼ and SE. ¼ SE. ¼	15	15	3	120	Do.
N. ½ NE. ¼	23	15	3	80	Do.
S. ½ NE. ¼ and N. ½ SE. ¼	23	15	3	160	Do.
N. ½ NW ¼	23	15	3	80	Do.
N. ½ NE. ¼ and NE. ¼ NW. ¼	25	15	3	120	Do.
S. ½ SW ¼ and SW ¼ SE. ¼	3	16	4	120	Do.
Whole	5	16	4	635.88	Do.
Whole	7	16	4	617.80	Do.
Whole	9	16	4	640	Do.
Whole	17	16	4	640	Do.
W. ½ NE. ¼	19	16	4	80	Do.
E. ½ NW. ¼ and lots 1 and 2	19	16	4	149.40	Do.
E. ½ SW. ¼ and lots 3 and 4	19	16	4	149.56	Do.
NE. ¼ SE. ¼ and W. ½ SE. ¼	19	16	4	120	Do.
N. ½ SW. ¼ and SW. ¼ SW. ¼	23	16	4	120	Do.
SE. ¼ SW. ¼	23	16	4	40	Do.
SE. ¼	23	16	4	160	Do.
N. ½	25	16	4	320	Do.
E. ½ NE. ¼	27	16	4	80	Do.
W. ½ NE. ¼	27	16	4	80	Do.
NE. ¼	29	16	4	160	Do.
E. ½ SW. ¼ and lots 1 and 2	31	16	4	150.68	Do.
Lot 1	19	16	5	40	Do.
Lot 2	19	16	5	46.80	Do.
Lots 3, 4, and 5	19	16	5	126.86	Do.
Lots 6, 7, and 8	19	16	5	133.94	Do.
E. ½ SW. ¼ and SE. ¼	19	16	5	240	Do.
E. ½ NW. ¼	29	16	5	80	Do.
W. ½ NW. ¼ and S. ½	29	16	5	400	Do.
E. ½ NW. ¼, E. ½ SW. ¼, and lots 1 and 4	31	16	5	240	Do.
Lots 2, 3, 5, 6, 7, and 8	31	16	5	270.04	Do.
E. ½ NE. ¼	19	16	4	80	Selected May 6, 1893. List 226.
NE. ¼ SE. ¼	19	16	4	40	Do.

MONTANA PRINCIPAL MERIDIAN, BOZEMAN DISTRICT.

		S.	*W.*	*Acres.*	
SW. ¼ NE. ¼	5	6	1	40	Selected Nov. 1, 1887. List 49.
SE. ¼ NE. ¼	5	6	1	40	Do.
Lot 4	5	6	1	37.52	Do.
SW. ¼ NW. ¼	5	6	1	40	Do.
SE. ¼ NW. ¼	5	6	1	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA PRINCIPAL MERIDIAN, BOZEMAN DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
NE. ¼ SW. ¼	5	6	1	40	Selected Nov. 1, 1887. List 49.
NW. ¼ SW. ¼	5	6	1	40	Do.
SW. ¼ SW. ¼	5	6	1	40	Do.
SE. ¼ SW. ¼	5	6	1	40	Do.
NE. ¼ SE. ¼	5	6	1	40	Do.
NW. ¼ SE. ¼	5	6	1	40	Do.
SW. ¼ SE. ¼	5	6	1	40	Do.
SE. ¼ SE. ¼	5	6	1	40	Do.
NE. ¼ NE. ¼	7	6	1	40	Do.
NW. ¼ NE. ¼	7	6	1	40	Do.
SW. ¼ NE. ¼	7	6	1	40	Do.
SE. ¼ NE. ¼	7	6	1	40	Do.
NE. ¼ NW. ¼	7	6	1	40	Do.
SE. ¼ NW. ¼	7	6	1	40	Do.
Lots 1, 2, 3, and 4	7	6	1	141. 04	Do.
NE. ¼ SW. ¼	7	6	1	40	Do.
SE. ¼ SW. ¼	7	6	1	40	Do.
NE. ¼ SE. ¼	7	6	1	40	Do.
NW. ¼ SE. ¼	7	6	1	40	Do.
SW. ¼ SE. ¼	7	6	1	40	Do.
SE. ¼ SE. ¼	7	6	1	40	Do.
NE. ¼ SW. ¼	13	6	1	40	Do.
NW. ¼ SW. ¼	13	6	1	40	Do.
SW. ¼ SW. ¼	13	6	1	40	Do.
SE. ¼ SW. ¼	13	6	1	40	Do.
NE. ¼ NE. ¼	19	6	1	40	Do.
NW. ¼ NE. ¼	19	6	1	40	Do.
SW. ¼ NE. ¼	19	6	1	40	Do.
SE. ¼ NE. ¼	19	6	1	40	Do.
NE. ¼ NW. ¼	19	6	1	40	Do.
SE. ¼ NW. ¼	19	6	1	40	Do.
Lot 1	19	6	1	35. 45	Do.
Lot 2	19	6	1	35. 47	Do.
Lot 3	19	6	1	35. 49	Do.
Lot 4	19	6	1	35. 51	Do.
NE. ¼ SW. ¼	19	6	1	40	Do.
SE. ¼ SW. ¼	19	6	1	40	Do.
NE. ¼ SE. ¼	19	6	1	40	Do.
NW. ¼ SE. ¼	19	6	1	40	Do.
SW. ¼ SE. ¼	19	6	1	40	Do.
SE. ¼ SE. ¼	19	6	1	40	Do.
NW. ¼ NE. ¼	21	7	1	40	Do.
SW. ¼ NE. ¼	21	7	1	40	Do.
NE. ¼ NW. ¼	21	7	1	40	Do.
NW. ¼ NW. ¼	21	7	1	40	Do.
SW. ¼ NW. ¼	21	7	1	40	Do.
SE. ¼ NW. ¼	21	7	1	40	Do.
NE. ¼ SW. ¼	21	7	1	40	Do.
NW. ¼ SW. ¼	21	7	1	40	Do.
SW. ¼ SW. ¼	21	7	1	40	Do.
SE. ¼ SW. ¼	21	7	1	40	Do.
NW. ¼ SE. ¼	21	7	1	40	Do.
SW. ¼ SE. ¼	21	7	1	40	Do.
NE. ¼ NE. ¼	21	7	1	40	Do.
NW. ¼ NE. ¼	29	7	1	40	Do.
SW. ¼ NE. ¼	29	7	1	40	Do.
SE. ¼ NE. ¼	29	7	1	40	Do.
NE. ¼ SE. ¼	29	7	1	40	Do.
NW. ¼ SE. ¼	29	7	1	40	Do.
SE. ¼ SE. ¼	29	7	1	40	Do.
NE. ¼ NW. ¼	29	7	1	40	Do.
Lot 1	31	7	1	40	Do.
Lot 2	31	7	1	36. 57	Do.
SE. ¼ NW. ¼	31	7	1	36. 88	Do.
NE. ¼ NE. ¼	31	7	1	40	Do.
NW. ¼ NE. ¼	33	7	1	40	Do.
SW. ¼ NE. ¼	33	7	1	40	Do.
SE. ¼ NE. ¼	33	7	1	40	Do.
NE. ¼ NW. ¼	33	7	1	40	Do.
NW. ¼ NW. ¼	33	7	1	40	Do.
SW. ¼ NW. ¼	33	7	1	40	Do.
SE. ¼ NW. ¼	33	7	1	40	Do.
NE. ¼ SW. ¼	33	7	1	40	Do.
NW. ¼ SW. ¼	33	7	1	40	Do.
SW. ¼ SW. ¼	33	7	1	40	Do.
SE. ¼ SW. ¼	33	7	1	40	Do.
NE. ¼ SE. ¼	33	7	1	40	Do.
NW. ¼ SE. ¼	33	7	1	40	Do.

List No. 4.—Northern Pacific Railroad lands, etc.—Continued.

MONTANA PRINCIPAL MERIDIAN, BOZEMAN DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ SE. ¼	33	7	1	40	Selected Nov. 1, 1887. List 49.
SE. ¼ SE. ¼	33	7	1	40	Do.
Whole, fractional	1	7	2	641. 60	Selected July 27, 1892. List 76.
E. ½	11	7	2	320	Do.
N. ½	13	7	2	320	Do.
SE. ¼	13	7	2	160	Do.
E. ½	23	7	2	320	Do.
E. ½	25	7	2	320	Do.
E. ½ SW. ¼ and S. ½ NW. ¼	25	7	2	160	Do.
		S.	*E.*		
SE. ¼ SW. ¼ and lots 2, 3, and 4	19	6	1	156. 47	Selected May 10, 1893. List 77.
S. ½ SE. ¼	19	6	1	80	Do.
W. ½ NW. ¼	29	6	1	80	Do.
S. ½	29	6	1	320	Do.
Whole	31	6	1	640	Do.
SW. ¼	35	7	1	160	Do.
		S.	*W.*		
Whole	3	8	1	654. 40	Selected May 10, 1893. List 78.
Lot 1	5	8	1	44. 01	Do.
Lots 2, 3, and 4	5	8	1	133. 11	Do.
SE. ¼ NE. ¼	5	8	1	40	Do.
NE. ¼ SE. ¼	5	8	1	40	Do.
NE. ¼	9	8	1	160	Do.
N. ½ NW. ¼	11	8	1	80	Do.
S. ½ NW. ¼	11	8	1	80	Do.
SW. ¼	11	8	1	160	Do.
SE. ¼	11	8	1	160	Do.
Whole	13	8	1	640	Do.
N. ½ NE. ¼	15	8	1	80	Do.
NE. ¼ NW. ¼	15	8	1	40	Do.
Estimated total	------	------	------	98, 579. 30	

CALIFORNIA.

Supplemental to list No. 2, Southern Pacific Railroad lands (main line), indemnity limits, Independence, San Francisco, Visalia, and Los Angeles land districts, California.

[November 20, 1894. Copies to registers and receivers, with instructions to publish under departmental circular of July 9, 1894 (19 L. D., 21).]

INDEPENDENCE DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
SE. ¼	31	25	33	160	Selected Apr. 19, 1888. List 3.
S. ½ NE. ¼	3	26	33	80	Do.
SE. ¼ NW. ¼	3	26	33	40	Do.
S. ½	3	26	33	320	Do.
Lot 2 of NE. ¼	5	26	33	40. 15	Do.
SW. ¼ NE. ¼	5	26	33	40	Do.
NW. ¼	5	26	33	160. 12	Do.
NE. ¼ NW¼	9	26	33	40	Do.
N. ½ NW. ¼	13	26	33	80	Do.
SW. ¼ SE. ¼	13	26	33	40	Do.
W. ½	17	26	33	320	Do.
N. ½ NE. ¼	21	26	33	80	Do.
NW. ¼ NW. ¼	25	26	33	40	Do.
SW. ¼ NW. ¼	25	26	33	40	Do.
E. ½	27	26	33	320	Do.
NW. ¼	29	26	33	160	Do.
W. ½ SW. ¼	29	26	33	80	Do.
SW. ¼ SE. ¼	7	26	34	40	Do.
S. ½ NE. ¼	21	26	34	80	Do.
N. ½ SE. ¼	21	26	34	80	Do.
S. ½ SE. ¼	21	26	34	80	Do.
NE. ¼ SW. ¼	21	26	34	40	Do.
SE. ¼ SW. ¼	21	26	34	40	Do.
All	29	26	34	640	Do.
S. ½	5	27	33	320	Do.
E. ½	7	27	33	320	Do.
Fractional NW. ¼	7	27	33	163. 12	Do.

List No. 2.—Southern Pacific Railroad lands, etc.—Continued.

INDEPENDENCE DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of scetions.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
E. ½ SW. ¼	7	27	33	80	Selected Apr. 10, 1888. List 3.
Lot 3 in SW. ¼	7	27	33	41.38	Do.
East 40 acres of SW. ¼ SW. ¼, lot 4	7	27	33	40	Do.
West 126 acres of SW. ¼ SW. ¼, lot 4	7	27	33	1.26	Do.
All	17	27	33	640	Do.
N. ½	23	27	33	320	Do.
SW. ¼	23	27	33	160	Do.
N. ½ SE. ¼	23	27	33	80	Do.
Lot 1	23	27	33	35.94	Do.
Lot 2	23	27	33	38.86	Do.
E. ½	25	27	33	320	Do.
NE. ¼ NW. ¼	25	27	33	40	Do.
N. ½ SW. ¼	25	27	33	80	Do.
SW. ¼ SW. ¼	25	27	33	40	Do.
Lot 2	25	27	33	32.58	Do.
N. ½	21	27	34	320	Do.
SW. ¼	21	27	34	160	Do.
N. ½ SE. ¼	21	27	34	80	Do.
SE. ¼ SE. ¼	21	27	34	40	Do.
SW. ¼ SE. ¼	21	27	34	40	Do.
W. ½	17	27	35	320	Do.
S. ½ NE. ¼	21	27	35	80	Do.
E. ½ SE. ¼	21	27	35	80	Do.
W. ½ SE. ¼	21	27	35	80	Do.
E. ½ SW. ¼	21	27	35	80	Do.
NW. ¼ SW. ¼	21	27	35	40	Do.
SW. ¼ SW. ¼	21	27	35	40	Do.
SE. ¼	27	27	35	160	Do.
W. ½	27	27	35	320	Do.
All	9	28	34	640	Do.
All	17	28	34	640	Do.
E. ½ NE. ¼	19	28	34	80	Do.
All	27	28	34	640	Do.
E. ½ NE. ¼	29	28	34	80	Do.
All	35	28	34	640	Do.
All, fractional	1	29	34	640.54	Do.
All	9	29	35	640	Do.
N. ½	13	29	35	320	Do.
N. ½ NE. ¼	17	29	35	80	Do.
N. ½ NW. ¼	17	29	35	80	Do.
E. ½ NE. ¼	29	29	39	80	Do.
W. ½ NE. ¼	29	29	39	80	Do.
NW. ¼ SW. ¼ and SW. ¼ NE. ¼	23	26	33	80	Selected Oct. 8, 1888. List 4.
S. ½ NW. ¼	23	26	33	80	Do.
S. ½ SW. ¼	23	26	33	80	Do.
SW. ¼ SE. ¼	23	26	33	40	Do.
NE. ¼	27	26	34	160	Selected Dec. 15, 1888. List 5.
SE. ¼	27	26	34	160	Do.
NW. ¼	27	26	34	160	Do.
E. ½ SW. ¼	27	26	34	80	Do.
NW. ¼ SW. ¼	27	26	34	40	Do.
Fractional N. ½	31	26	34	321.20	Do.
All	33	26	24	640	Do.
S. ½ NW. ¼ and W. ½ SW. ¼	21	26	34	160	Selected Jan. 19, 1889. List 6.
Total for district	------	------	------	14,275.15	

SAN FRANCISCO DISTRICT.

Mount Diablo Meridian.					
		S.	*E.*	*Acres.*	
S. ½ SE. ¼	9	6	5	80	Selected Sept. 26, 1887. List 12.
S. ½ SW. ¼	11	6	5	80	Do.
All	11	6	5	80	Do.
NE. ¼	15	6	5	640	Do.
Fractional NW. ¼	21	6	5	160	Do.
N. ½ SW. ¼	1	11	8	161.05	Do.
Fractional N. ½	1	11	8	80	Do.
	3	11	8	323.16	Do.
San Bernardino Meridian.					
		N.	*W.*		
Fractional NE. ¼	1	11	24	159.89	Selected July 12, 1892. List 22.
Total for district	------	------	------	1,764.10	

List No. 2.—Southern Pacific Railroad lands, etc.—Continued.

VISALIA DISTRICT, MOUNT DIABLO MERIDIAN.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
Fractional E. ½	1	17	27	290.52	Selected Aug. 20, 1883. List 10.
Fractional W. ½	1	17	27	291.08	Do.
All, fractional	3	17	27	587.10	Do.
Lot 2	5	17	27	28.26	Do.
S. ½ NE. ¼	5	17	27	80	Do.
Fractional NW. ¼	5	17	27	137.05	Do.
S. ½	5	17	27	320	Do.
SE. ¼ NE. ¼	7	17	27	40	Do.
E. ½	9	17	27	320	Do.
E. ½	11	17	27	320	Do.
All	13	17	27	640	Do.
SW. ¼	15	17	27	160	Do.
NE. ¼	21	17	27	160	Do.
N. ½ SE. ¼	21	17	27	80	Do.
N. ½ SW. ¼	21	17	27	80	Do.
E. ½	25	17	27	320	Do.
E. ½ NW. ¼	27	17	27	80	Do.
NE. ¼ SW. ¼	27	17	27	40	Do.
S. ½ SW. ¼	13	13	23	80	Selected Aug. 9, 1884. List 13.
SW. ¼ NE. ¼	27	13	24	40	Selected Dec. 22, 1884. List 14.
W. ½ NE. ¼	21	25	29	80	Selected May 6, 1885. List 16.
SE. ¼	21	25	29	160	Do.
NE. ¼ NE. ¼	17	20	29	40	Selected July 2, 1885. List 17.
NW. ¼ NE. ¼	17	20	29	40	Do.
S. ½ NE. ¼	17	20	29	80	Do.
NW. ¼	17	20	29	160	Do.
S. ½	17	20	29	320	Do.
Fractional N. ½	19	20	29	315.13	Do.
SE. ¼	19	20	29	160	Do.
S. ½ NE. ¼	5	25	29	80	Selected July 2, 1885. List 18.
S. ½ NW. ¼	5	25	29	80	Do.
S. ½	5	25	29	320	Do.
E. ½	7	25	29	320	Do.
All	9	25	29	640	Do.
E. ½	17	25	29	320	Do.
W. ½	21	25	29	320	Do.
E. ½	29	25	29	320	Do.
NE. ¼ NE. ¼	7	17	27	40	Selected July 21, 1885. List 20.
W. ½	9	17	27	320	Do.
NW. ¼	15	17	27	160	Do.
S. ½ SE. ¼	21	17	27	80	Do.
S. ½ SW. ¼	21	17	27	80	Do.
NE. ¼	23	17	27	160	Do.
W. ½ NW. ¼	27	17	27	80	Do.
NW. ¼ SW. ¼	27	17	27	40	Do,
S. ½ SW. ¼	27	17	27	80	Do.
Fractional NW. ¼ NW. ¼ lot 4	5	24	30	43.45	Do.
SW. ¼ NW. ¼	5	24	30	40	Do.
NW. ¼ SW. ¼	5	24	30	40	Do.
SW. ¼ SW. ¼	5	24	30	40	Do.
NW. ¼ NW. ¼	25	25	30	40	Selected Dec. 13, 1888. List 34,
All	13	26	30	640	Do.
All	23	26	30	640	Do.
SW. ¼ NE. ¼ and NW. ¼ SE. ¼	1	27	32	80	Do.
N. ½ NE. ¼	7	17	28	80	Selected Dec. 26, 1891. List 48.
Fractional N. ½ NW. ¼	7	17	28	79.17	Do.
E. ½ NW. ¼	19	17	28	80	Do.
Fractional NW. ¼ NW. ¼	19	17	28	36.97	Do.
Fractional W. ½ of SW. ¼ NW. ¼	19	17	28	18.91	Do.
E. ½ SW. ¼ NW. ¼	19	17	28	18	Do.
NW. ¼	21	17	28	160	Do.
S. ½	21	17	28	320	Do.
NW. ¼	27	17	28	160	Do.
Fractional NE. ¼ NW. ¼	3	18	28	48.07	Do.
SE. ¼ NW. ¼	3	18	28	40	Do.
SW. ¼ NW. ¼	3	18	28	40	Do.
Fractional E. ½ of NW. ¼ NW. ¼	3	18	28	24.41	Do.
Fractional W. ½ of NW. ¼ NW. ¼	3	18	28	24.41	Do.
Fractional N. ½	1	22	28	326.40	Do.
E. ½	13	22	28	320	Do.
E. ½	25	22	28	320	Do.
S. ½ NW. ¼	1	24	29	80	Do.
NE. ¼ SW. ¼	1	24	29	40	Do.
SW. ¼ SE. ¼	1	24	29	40	Do.
SW. ¼ SE. ¼ and SW. ¼	5	25	30	200	Do.

List No. 2—Southern Pacific Railroad lands, etc.—Continued.

VISALIA DISTRICT, MOUNT DIABLO MERIDIAN—Continued.

Parts of sections.	Sec.	S.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
Lot 1	19	25	30	42.21	Selected Dec. 26, 1891. List 48
E. ½ NW. ¼	19	25	30	80	Do.
NE. ¼, NE. ¼ SE. ¼, and W. ½ SE. ¼	19	25	30	280	Do.
SW. ¼	21	25	32	160	Do.
SW. ¼	25	25	32	160	Do.
S. ½	27	25	32	320	Do.
All	35	25	32	640	Do.
N. ½	9	26	32	320	Do.
SE. ¼	17	26	32	160	Do.
All	25	26	32	640	Do.
All, fractional	31	26	32	648.08	Do.
Fractional W. ½	1	27	32	322.30	Do.
NW. ¼	13	27	32	160	Do.
E. ½	35	29	21	320	Do.
All, fractional	5	29	22	63.20	Do.
All, fractional	7	29	22	643.50	Do.
All	9	29	22	640	Do.
All	15	29	22	640	Do.
All	17	29	22	640	Do.
All	19	29	22	641.98	Do.
All	21	29	22	640	Do.
All	23	29	22	640	Do.
All	25	29	22	640	Do.
All	27	29	22	640	Do.
All	29	29	22	640	Do.
N. ½	31	29	22	320	Do.
N. ½ SE. ¼	31	29	22	80	Do.
S. ½ SE. ¼	31	29	22	80	Do.
N. ½ SW. ¼	31	29	22	80	Do.
S. ½ SW. ¼	31	29	22	80	Do.
All	33	29	22	640	Do.
All	35	29	22	640	Do.
SE. ¼	19	29	23	160	Do.
Fractional W. ½	19	29	23	321.48	Do.
SW. ¼	29	29	23	160	Do.
NE. ¼	31	29	23	160	Do.
S. ½ NE. ¼	33	29	23	80	Do.
S. ½ NW. ¼	33	29	23	80	Do.
S. ½	33	29	23	320	Do.
All, fractional	1	30	21	641.40	Do.
NE. ¼	11	30	21	160	Do.
All, fractional	1	30	22	637.98	Do.
All, fractional	3	30	22	639.88	Do.
All, fractional	5	30	22	641.44	Do.
All, fractional	7	30	22	640.48	Do.
All	9	30	22	640	Do.
All	11	30	22	640	Do.
All	13	30	22	640	Do.
All	15	30	22	640	Do.
N. ½ SW. ¼	17	30	22	80	Do.
SE. ¼	17	30	22	160	Do.
N. ½	17	30	22	320	Do.
Fractional S. ½	19	30	22	321.01	Do.
E. ½ SW. ¼	21	30	22	80	Do.
SE. ¼	21	30	22	160	Do.
N. ½	21	30	22	320	Do.
All	23	30	22	640	Do.
All	25	30	22	640	Do.
NW. ¼ NW. ¼	27	30	22	40	Do.
E. ½ NW. ¼	27	30	22	80	Do.
E. ½	27	30	22	320	Do.
SE. ¼	29	30	22	160	Do.
All	33	30	22	640	Do.
NW. ¼	35	30	22	160	Do.
E. ½	35	30	22	320	Do.
All, fractional	3	30	23	640.22	Do.
All, fractional	5	30	23	640.35	Do.
All, fractional	7	30	23	640.80	Do.
All	9	30	23	640	Do.
NW. ¼	17	30	23	160	Do.
Fractional NW. ¼	19	30	23	159.84	Do.
All, fractional	31	30	23	640.38	Do.
All, fractional	1	31	22	639.20	Do.
All, fractional	3	31	22	611.16	Do.
All	11	31	22	640	Do.
All	13	31	22	640	Do.
NE. ¼	15	31	22	160	Do.

List No 2.—Southern Pacific Railroad lands, etc.—Continued.

VISALIA DISTRICT, MOUNT DIABLO MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
NE. ¼	23	31	22	160	Selected Dec. 26, 1891. List 48.
NE. ¼	25	31	22	160	Do.
All, fractional	5	31	23	637.96	Do.
All, fractional	7	31	23	638.92	Do.
All	9	31	23	640	Do.
All	15	31	23	640	Do.
All	17	31	23	640	Do.
NE. ¼	19	31	23	160	Do.
NE. ¼ NW. ¼	19	31	23	40	Do.
NW. ¼ NW. ¼	19	31	23	41.47	Do.
S. ½ NW. ¼	19	31	23	81.62	Do.
SE. ¼	19	31	23	160	Do.
Fractional SW. ¼	19	31	23	163.69	Do.
All	21	31	23	640	Do.
All	23	31	23	640	Do.
All	27	31	23	640	Do.
All	29	31	23	640	Do.
All	33	31	23	640	Do.
SE. ¼ SE. ¼	3	16	15	40	Selected Jan. 4, 1892 List 51.
North 27 acres of lot 1	5	17	27	27	Selected May 10, 1892. List 56.
South 1.09 acres of lot 1	5	17	27	1.09	Do.
N. ½ SE. ¼	3	17	28	80	Do.
SE. ¼ SE. ¼	3	17	28	40	Do.
SW. ¼ SE. ¼	3	17	28	40	Do.
North 30 acres of SE. ¼ NW. ¼	3	17	28	30	Do.
South 10 acres of SE. ¼ NW. ¼	3	17	28	10	Do.
SW. ¼ NW. ¼	3	17	28	40	Do.
Fractional N. ½ NW. ¼	3	17	28	67.10	Do.
NE. ¼ SW. ¼	3	17	28	40	Do.
SE. ¼ SW. ¼	3	17	28	40	Do.
W. ½ SW. ¼	3	17	28	80	Do.
W. ½ SW. ¼	5	17	28	80	Do.
SE. ¼ NW. ¼	9	17	28	40	Do.
NE. ¼ SW. ¼	9	17	28	40	Do.
E. ½	9	17	28	320	Do.
NE. ¼ NE. ¼	11	17	28	40	Do.
NW. ¼ NE. ¼	11	17	28	40	Do.
SE. ¼ NE. ¼	11	17	28	40	Do.
SW. ¼ NE. ¼	11	17	28	40	Do.
SW. ¼	29	23	30	160	Do.
SE. ¼	31	23	30	160	Do.
All	33	23	30	640	Do.
East 20 acres of N. ½ NW. ¼	1	25	29	20	Do.
West 64.68 acres of N. ½ NW. ¼	1	25	29	64.68	Do.
S. ½ NW. ¼	1	25	29	80	Do.
SW. ¼	1	25	29	160	Do.
Fractional NE. ¼ NE. ¼	3	25	29	41.44	Do.
Fractional NW. ¼ NE. ¼	3	25	29	41.97	Do.
SE. ¼ NE. ¼	3	25	29	40	Do.
SW. ¼ NE. ¼	3	25	29	40	Do.
Fractional NE. ¼ NW. ¼	3	25	29	42.30	Do.
S. ½ NW. ¼	3	25	29	80	Do.
Fractional NW. ¼ NW. ¼	3	25	29	42.63	Do.
S. ½	3	25	29	320	Do.
SW. ¼	13	25	29	160	Do.
N. ½	13	25	29	320	Do.
North 60 acres of N. ½ SW. ¼	15	25	29	60	Do.
South 20 acres of N. ½ SW. ¼	15	25	29	20	Do.
SE. ¼ SW. ¼	15	25	29	40	Do.
SE. ¼	15	25	29	160	Do.
All	23	25	29	640	Do.
E. ½ NE. ¼	25	25	29	80	Do.
NW. ¼ NE. ¼	25	25	29	40	Do.
NE. ¼ NW. ¼	25	25	29	40	Do.
NW. ¼ NW. ¼	25	25	29	40	Do.
SW. ¼ NW. ¼	25	25	29	40	Do.
SE. ¼ SW. ¼	25	25	29	40	Do.
NW. ¼ SW. ¼	25	25	29	40	Do.
SW. ¼ SW. ¼	25	25	29	40	Do.
SW. ¼ SE. ¼	25	25	29	40	Do.
E. ½ SE. ¼	25	25	29	80	Do.
All	33	25	29	640	Do.
E. ½ NW. ¼ and SE. ¼	35	25	29	240	Do.
Fractional NE. ¼ NE. ¼	3	25	30	41.80	Do.
Fractional NW. ¼ NE. ¼	3	25	30	41.84	Do.
Fractional NE. ¼ NW. ¼	3	25	30	41.88	Do.
Fractional NW. ¼ NW. ¼	3	25	30	41.92	Do.
North 5 acres of SE. ¼ NE. ¼	3	25	30	5	Do.
South 35 acres of SE. ¼ NE. ¼	3	25	30	35	Do.

List No. 2.—Southern Pacific Railroad lands, etc.—Continued.

VISALIA DISTRICT, MOUNT DIABLO MERIDIAN—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*E.*	*Acres.*	
SW. ¼ NE. ¼	3	25	30	40	Selected May 10, 1892. List 56.
North 25 acres of SE. ¼ NW. ¼	3	25	30	25	Do.
South 15 acres of SE. ¼ NW. ¼	3	25	30	15	Do.
SW. ¼ NW. ¼	3	25	30	40	Do.
N. ½ SE. ¼	3	25	30	80	Do.
S. ½ SE. ¼	3	25	30	80	Do.
SE. ¼	13	25	30	160	Do.
N. ½ SW. ¼	13	25	30	80	Do.
SW. ¼ SW. ¼	13	25	30	40	Do.
NW. ¼	13	25	30	160	Do.
SE. ¼	21	25	30	160	Do.
SE. ¼ SW. ¼	23	25	30	40	Do.
NE. ¼ NE. ¼	27	25	30	40	Do.
NW. ¼ NE. ¼	27	25	30	40	Do.
SW. ¼ NE. ¼	27	25	30	40	Do.
N. ½ NW. ¼, and SE. ¼ NW. ¼	27	25	30	120	Do.
E. ½ SW. ¼	27	25	30	80	Do.
SE. ¼	27	25	30	160	Do.
SE. ¼	29	25	30	160	Do.
NE. ¼	31	25	30	160	Do.
E. ½ SE. ¼	31	25	30	80	Do.
W. ½ SE. ¼	31	25	30	80	Do.
NE. ¼ NW. ¼	31	25	30	40	Do.
North 30 acres of SE. ¼ NW. ¼	31	25	30	30	Do.
South 10 acres of SE. ¼ NW. ¼	31	25	30	10	Do.
North 30.99 acres of NW. ¼ NW. ¼	31	25	30	30.99	Do.
South 10 acres of NW. ¼ NW. ¼	31	25	30	10	Do.
Fractional SW. ¼ NW. ¼	31	25	30	41.05	Do.
Fractional NW. ¼ SW. ¼	31	25	30	41.11	Do.
Fractional SW. ¼ SW. ¼	31	25	30	41.17	Do.
E. ½ SW. ¼	31	25	30	80	Do.
All	33	25	30	640	Do.
W. ½ NW. ¼	35	25	30	80	Do.
Fractional NE. ¼ NE. ¼	1	26	29	39.40	Do.
Fractional NW. ¼ NE. ¼	1	26	29	38.20	Do.
SE. ¼ NE. ¼	1	26	29	40	Do.
N. ½ of SW. ¼ NE. ¼	1	26	29	20	Do.
S. ½ of SW. ¼ NE. ¼	1	26	29	20	Do.
Fractional NE. ¼ NW. ¼	1	26	29	37	Do.
Fractional NW. ¼ NW. ¼	1	26	29	35.80	Do.
S. ½ NW. ¼	1	26	29	80	Do.
NE. ¼ SE. ¼	1	26	29	40	Do.
NE. ¼ SW. ¼	1	26	29	40	Do.
W. ½ SW. ¼	1	26	29	80	Do.
E. ½	9	26	29	320	Do.
All, fractional	1	26	30	639.10	Do.
All, fractional	5	26	30	638	Do.
All	15	26	30	640	Do.
All	21	26	30	640	Do.
SE. ¼	27	26	30	160	Do.
N. ½	27	26	30	320	Do.
SW. ¼ SW. ¼	27	26	30	40	Do.
N. ½ SW. ¼	27	26	30	80	Do.
All	29	26	30	640	Do.
W. ½	33	26	30	320	Do.
SW. ¼ SE. ¼	33	26	30	40	Do.
SE. ¼ NE. ¼	19	29	23	40	Do.
SW. ¼ NE. ¼	19	29	23	40	Do.
S. ½ NW. ¼	29	29	23	80	Do.
S. ½ SE. ¼	29	29	23	80	Do.
Total for district	------	------	------	65,529.90	

LOS ANGELES DISTRICT, SAN BERNARDINO MERIDIAN, CALIFORNIA.

		N.	*W.*	*Acres.*	
All, fractional	1	11	23	641.82	Selected Oct. 3, 1887. List 24.
S. ½	3	11	23	320	Do.
Fractional NE. ¼	3	11	23	161.97	Do.
S. ½ NW. ¼	3	11	23	80	Do.
Fractional NE. ¼ NW. ¼	3	11	23	40.88	Do.
South 37 acres of NW. ¼ NW. ¼	3	11	23	37	Do.
North $3\frac{81}{100}$ acres of NW. ¼ NW. ¼	3	11	23	3.81	Do.
S. ½	5	11	23	320	Do.
Fractional NE. ¼	5	11	23	161.93	Do.
S. ½ NW. ¼	5	11	23	80	Do.

List No. 2.—Southern Pacific Railroad lands, etc.—Continued.

LOS ANGELES DISTRICT, SAN BERNARDINO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
Fractional NE. ¼ NW. ¼	5	11	23	41.04	Selected Oct. 3, 1887. List 24.
South 37 acres of NW. ¼ NW. ¼	5	11	23	37	Do.
North 4.09 acres of NW. ¼ NW. ¼	5	11	23	4.09	Do.
All	9	11	23	640	Do.
All	11	11	23	640	Do.
All	13	11	23	640	Do.
N. ½	15	11	23	320	Do.
E. ½ SE. ¼	15	11	23	80	Do.
W. ½ SE. ¼	15	11	23	80	Do.
N. ½	23	11	23	320	Do.
E. ½ SE. ¼	23	11	23	80	Do.
N. ½	25	11	23	320	Do.
All fractional	31	12	22	640.80	Do.
All	33	12	23	640	Do.
Total for Los Angeles district	------	------	------	6,330.34	
Total for Independence district	------	------	------	14,275.15	
Total for San Francisco district	------	------	------	1,764.10	
Total for Visalia district	------	------	------	65,529.90	
Aggregate	------	------	------	87,899.49	

Supplemental to list No. 22, Southern Pacific Railroad lands (branch line), indemnity limits, Los Angeles land district, California.

[October 23, 1894, copy to registers and receivers with instructions to publish under departmental circular of July 9, 1894 (19 L. D., 21).]

LOS ANGELES DISTRICT, SAN BERNARDINO MERIDIAN, CALIFORNIA.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
E. ½	19	5	4	320	Dated Apr. 10, 1885. List 10.
Lot 7	19	5	4	80	Do.
Lot 8	19	5	4	80	Do.
Lot 1	19	5	4	16.65	Do.
Lot 2	19	5	4	16.59	Do.
Lot 3	19	5	4	16.53	Do.
Lot 4	19	5	4	16.47	Do.
Lot 5	19	5	4	80	Do.
Lot 6	19	5	4	80	Do.
E. ½ NE. ¼	31	5	4	80	Dated May 2, 1885. List 11.
E. ½ SE. ¼	31	5	4	80	Do.
NE. ¼ SE. ¼	1	7	3	40	Do.
Fractional N. ½	5	6	3	317.02	Dated July 13, 1885. List 13.
SW. ¼	5	6	3	160	Do.
N. ½ SE. ¼	5	6	3	80	Do.
SW. ¼ SE. ¼	5	6	3	40	Do.
Lot 3 in SE. ¼	5	6	3	25.39	Do.
All, fractional	7	6	3	624.38	Do.
E. ½ NE. ¼, SW. ¼ NE¼, NE. ¼ NW. ¼, W. ½ NW. ¼, SW. ¼, W. ½ SE. ¼, and NE. ¼ SE. ¼.	9	6	3	520	Do.
NE. ¼	15	6	3	160	Do.
S. ½	15	6	3	320	Do.
All	17	6	3	640	Do.
All, fractional	19	6	3	627.11	Do.
All	21	6	3	640	Do.
SW. ¼	23	6	3	160	Do.
N. ½	25	6	3	320	Do.
SW. ¼	25	6	3	160	Do.
W. ½ SE. ¼	25	6	3	80	Do.
N. ½	27	6	3	320	Do.
SE. ¼	27	6	3	160	Do.
N. ½ SW. ¼	27	6	3	80	Do.
SE. ¼ SW. ¼	27	6	3	40	Do.
SW. ¼ SW. ¼	27	6	3	40	Do.
All, fractional	31	6	3	628.92	Do.
Lots 1 and 2 (fractional N. ½ of NW. ¼)	9	6	7	65.85	Do.
Lots 3 and 4 (fractional S. ½ NE. ¼)	9	6	7	37.81	Do.
All	29	5	4	640	Dated Sept. 8, 1885. List 14.
		N.	*E.*		
Lot 2 of SW. ¼	7	2	1	76	Dated Oct. 31, 1885. List 18.

List No. 22.—Southern Pacific Railroad lands, etc.—Continued.

LOS ANGELES DISTRICT, SAN BERNARDINO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	Dated Oct. 31, 1885. List 18.
N. ½ NE. ¼	23	2	1	80	Do.
S. ½ NE. ¼	23	2	1	80	Do.
N. ½ NW. ¼	23	2	1	80	Do.
SE. ¼ NW. ¼	23	2	1	40	Do.
SW. ¼ NW. ¼	23	2	1	40	Do.
N. ½ NE. ¼	25	2	1	80	Do.
SE. ¼ NE. ¼	25	2	1	40	Do.
N. ½ SE. ¼	25	2	1	80	Do.
S. ½ SE. ¼	25	2	1	80	Do.
SW. ¼ NE. ¼	25	2	1	40	Do.
N. ½ NE. ¼	3	2	2	80	Do.
SE. ¼ NE. ¼	3	2	2	40	Do.
SW. ¼ NE. ¼	3	2	2	40	Do.
N. ½ NW. ¼	3	2	2	80	Do.
Lots 1 and 5 in NW. ¼	3	2	2	74.98	Do.
Lots 6, 7, and 8, SW. ¼ and N. ½ SE. ¼	3	2	2	314.41	Do.
S. ½ NE. ¼	5	2	2	80	Do.
Fractional NW. ¼ NW. ¼	5	2	2	39.55	Do.
S. ½ NW. ¼	5	2	2	80	Do.
S. ½	5	2	2	320	Do.
Fractional N. ½ NE. ¼	5	2	2	78.65	Do.
Fractional NE. ¼ NW. ¼	5	2	2	39.46	Do.
N. ½ of lot 2 in SW. ¼	7	2	2	37.67	Do.
All	9	2	2	640	Do.
N. ½	11	2	2	320	Do.
N. ½	15	2	2	320	Do.
S. ½	15	2	2	320	Do.
All	17	2	2	640	Do.
E. ½ NW. ¼	19	2	2	80	Do.
NE. ¼ SW. ¼	19	2	2	40	Do.
Fractional NW. ¼ NW. ¼	19	2	2	38.85	Do.
Fractional SW. ¼ SW. ¼	19	2	2	39.15	Do.
East 10 acres of SW. ¼ NW. ¼	19	2	2	10	Do.
West 28.95 acres of SW. ¼ NW. ¼	19	2	2	28.95	Do.
Fractional NW. ¼ SW. ¼	19	2	2	39.05	Do.
E. ½	19	2	2	320	Do.
SE. ¼ SW. ¼	19	2	2	40	Do.
N. ½ NE. ¼	21	2	2	80	Do.
NE. ¼ NW. ¼	21	2	2	40	Do.
S. ½ SE. ¼	21	2	2	80	Do.
S. ½ SW. ¼	21	2	2	80	Do.
All	27	2	2	640	Do.
All	29	2	2	640	Do.
		S.	*W.*		
N. ½ NE. ¼	13	6	3	80	Dated Feb. 1, 1886. List 19.
SE. ¼ NE. ¼	13	6	3	40	Do.
NW. ¼	13	6	3	160	Do.
E. ½ SE. ¼	13	6	3	80	Do.
SW. ¼ SW. ¼	13	6	3	40	Do.
N. ½ SW. ¼	13	6	3	80	Do.
NW. ¼	15	6	3	160	Do.
E. ½	29	6	3	320	Do.
NW. ¼	29	6	3	160	Do.
E. ½ SW. ¼	29	6	3	80	Do.
W. ½ SW. ¼	29	6	3	80	Do.
E. ½ NE. ¼	33	6	3	80	Do.
W. ½ NE. ¼	33	6	3	80	Do.
E. ½ NW. ¼	33	6	3	80	Do.
NW. ¼ NW. ¼	33	6	3	40	Do.
SW. ¼ NW. ¼	33	6	3	40	Do.
NE. ¼ SE. ¼	33	6	3	40	Do.
SE. ¼ SE. ¼	33	6	3	40	Do.
NW. ¼ SE. ¼	33	6	3	40	Do.
SW. ¼ SE. ¼	33	6	3	40	Do.
NE. ¼ SW. ¼	33	6	3	40	Do.
Lot 1	33	6	3	35.55	Do.
Lot 2	33	6	3	4.10	Do.
Lot 3	33	6	3	32.08	Do.
NE. ¼	35	6	3	160	Do.
E. ½ NW. ¼	35	6	3	80	Do.
W. ½ NW. ¼	35	6	3	80	Do.
SE. ¼	35	6	3	160	Do.
SW. ¼	35	6	3	160	Do.
		N.	*W.*		
All	9	7	17	640	Dated Oct. 3, 1887. List 25.
SE. ¼ SE. ¼	1	7	19	40	Do.
W. ½ SW. ¼	1	7	19	80	Do.
Fractional N. ½	3	7	19	50.08	Do.
NE. ¼ SE. ¼	3	7	19	40	Do.

List No. 22.—Southern Pacific Railroad lands, etc.—Continued.

LOS ANGELES DISTRICT, SAN BERNARDINO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	Dated Oct. 3, 1887. List 25.
N. ½ of NW. ¼ of SE. ¼	3	7	19	20	Do.
S. ½ of NW. ¼ of SE. ¼	3	7	19	20	Do.
SE. ¼ SE. ¼	3	7	19	40	Do.
SW. ¼ SE. ¼	3	7	19	40	Do.
N. ½ SW. ¼	3	7	19	80	Do.
S. ½ SW. ¼	3	7	19	80	Do.
All	11	7	19	640	Do.
N. ½ NE. ¼	23	8	19	80	Do.
S. ½ NE. ¼	23	8	19	80	Do.
S. ½	23	8	19	320	Do.
S. ½	27	8	19	320	Do.
NE. ¼	27	8	19	160	Do.
All	35	8	19	640	Do.
		N.	*E.*		
Lot 1	25	3	1	38.49	Dated Oct. 19, 1888. List 35.
Lot 2	25	3	1	36.84	Do.
E. ½ SW. ¼	25	3	1	80	Do.
SE. ¼	25	3	1	160	Do.
E. ½	27	3	1	320	Do.
Lot 1	33	3	1	1.70	Do.
Lot 2	33	3	1	7.01	Do.
Lot 3	33	3	1	30.70	Do.
Lot 4	33	3	1	39.60	Do.
Lot 5	33	3	1	18.12	Do.
Lot 6	33	3	1	6.03	Do.
SE. ¼	33	3	1	160	Do.
Lot 1	35	3	1	30.68	Do.
Lot 2	35	3	1	23.45	Do.
Lot 3	35	3	1	25.27	Do.
Lot 4	35	3	1	34.42	Do.
Lot 5	35	3	1	5	Do.
Lot 6	35	3	1	6.74	Do.
Lot 7	35	3	1	7.67	Do.
Lot 8	35	3	1	23.56	Do.
Lot 9	35	3	1	31.92	Do.
Lot 10	35	3	1	35.97	Do.
Lot 11	35	3	1	30.64	Do.
Lot 12	35	3	1	21	Do.
NE. ¼ SE. ¼	35	3	1	40	Do.
W. ½ SE. ¼	35	3	1	80	Do.
S. ½ SW. ¼	35	3	1	80	Do.
SE. ¼ SW. ¼	25	2	1	40	Dated July 22, 1891. List 45.
W. ½ SW. ¼	25	2	1	80	Do.
		N.	*W.*		
E. ½ SE. ¼	3	7	17	80	Dated Aug. 11, 1893. List 55.
SW. ¼ SE. ¼	3	7	17	40	Do.
NW. ¼ SE. ¼	3	7	17	40	Do.
E. ½ SW. ¼	3	7	17	80	Do.
W. ½ SW. ¼	3	7	17	80	Do.
Lot 1	3	7	17	19.91	Do.
Lot 2	3	7	17	19.72	Do.
Lot 3	3	7	17	19.54	Do.
Lot 4	3	7	17	19.35	Do.
		S.	*W.*		
S. ½ SW. ¼	1	5	5	80	Dated May 8, 1894. List 64.
Fractional N. ½	3	5	5	346.52	Do.
SE. ¼	3	5	5	160	Do.
Fractional N. ½	5	5	5	333.24	Do.
N. ½	11	5	5	320	Do.
SE. ¼	19	5	5	160	Do.
Fractional W. ½	19	5	5	318.40	Do.
SE. ¼	29	5	5	160	Do.
W. ½	29	5	5	320	Do.
All fractional	31	5	5	638.78	Do.
SW. ¼ NE. ¼	15	6	5	40	Do.
Total	------	------	------	24,901.52	

Supplemental to list No. 24, Central Pacific Railroad lands (successor to California and Oregon Railroad Company), indemnity limits, Redding land district, California.

[September 29, 1894. Copy to registers and receivers, with instructions to publish under departmental circular of July 9, 1894. (19 L. D. 21).]

SHASTA (NOW REDDING) DISTRICT. MOUNT DIABLO MERIDIAN, CALIFORNIA.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
N. ½ SE. ¼, SE. ¼ SE. ¼	3	38	8	120	Selected July 5, 1888. Amended list 11.
N ½. SW. ¼	3	38	8	480	Do.
SW. ¼ SE. ¼	3	38	8	40	Do.
N. ½	5	38	8	323.54	Do.
SW. ¼	5	38	8	160	Do.
SE. ¼	5	38	8	160	Do.
All	7	38	8	626.66	Do.
N. ½	9	38	8	320	Do.
SW. ¼	9	38	8	160	Do.
SE. ¼	9	38	8	160	Do.
N. ½ NW. ¼	33	38	8	80	Do.
S. ½ NW. ¼, NW. ¼ NE. ¼	33	38	8	120	Do.
S. ½ S. ½ NE. ¼, NE. ¼ NE. ¼	33	38	8	440	Do.
NW. ¼ NE. ¼	7	39	8	40	Do.
S. ½ NE. ¼	7	39	8	80	Do.
S. ½ NW. ¼, NE. ¼ NE. ¼	7	39	8	507.58	Do.
All, fractional	3	39	8	38.18	Do.
All, fractional	5	39	8	37.36	Do.
N. ½ NW. ¼	9	39	8	80	Do.
SW. ¼ NW. ¼	9	39	8	40	Do.
S. ½ NE. ¼, SE. ¼ NW. ¼	9	39	8	520	Do.
W. ½	11	39	8	320	Do.
N. ½ NE. ¼	11	39	8	80	Do.
SE. ¼	11	39	8	160	Do.
S. ½ NE. ¼	11	39	8	80	Do.
NW. ¼ NW. ¼	15	39	8	40	Do.
S. ½ NW. ¼	15	39	8	80	Do.
NE. ¼ NW. ¼, NW. ¼ NE. ¼	15	39	8	80	Do.
S. ½	15	39	8	320	Do.
S. ½ NE. ¼, NE. ¼ NE. ¼	15	39	8	120	Do.
All	17	39	8	640	Do.
W. ½ and NE. ¼	19	39	8	462.42	Do.
N. ½ SE. ¼ and SW. ¼ SE. ¼	19	39	8	120	Do.
SE. ¼ SE. ¼	19	39	8	40	Do.
All	21	39	8	640	Do.
SW. ¼ NW. ¼	23	39	8	40	Do.
NE. ¼, N. ½ NW. ¼, SE. ¼ NW. ¼, S½	23	39	8	600	Do.
E. ½ NW. ¼	27	39	8	80	Do.
NE. ¼	27	39	8	160	Do.
W. ½ NW. ¼	27	39	8	80	Do.
SW. ¼	27	39	8	160	Do.
SE. ¼	27	39	8	160	Do.
All	29	39	8	640	Do.
All	31	39	8	625.82	Do.
NW. ¼ NW. ¼	33	39	8	40	Do.
S. ½ NW. ¼	33	39	8	80	Do.
NE. ¼, NE. ¼ NW. ¼, S. ½	33	39	8	520	Do.
All	35	39	8	640	Do.
E. ½ NE. ¼	29	40	8	80	Do.
S. ½	29	40	8	320	Do.
SW. ¼ NW. ¼	29	40	8	40	Do.
N. ½	11	37	9	320	Do.
N. ½ SW. ¼	11	37	9	80	Do.
S. ½ SW. ¼	11	37	9	80	Do.
SE. ¼	11	37	9	160	Do.
N. ½ NW. ¼, N. ½ NE. ¼	1	38	9	159.10	Do.
SW. ¼ NW. ¼	1	38	9	40	Do.
S. ½ NE. ¼, SE. ¼ NW. ¼	1	38	9	120	Do.
SW. ¼	1	38	9	160	Do.
N. ½ SE. ¼, SE. ¼ SE. ¼	1	38	9	120	Do.
SW. ¼ SE. ¼	1	38	9	40	Do.
S. ½ NW. ¼	3	38	9	80	Do.
SW. ¼ NE. ¼	3	38	9	40	Do.
SE. ¼ NE. ¼	3	38	9	40	Do.
N. ½ SW. ¼	3	38	9	80	Do.
SW. ¼ SW. ¼	3	38	9	40	Do.
SE. ¼ SW. ¼	3	38	9	40	Do.
N. ½ NW. ¼ and N. ½ NE. ¼	3	38	9	155.14	Do.
E. ½ SE. ¼	3	38	9	80	Do.
W. ½ SW. ¼	3	38	9	80	Do.
All	5	38	9	638.74	Do.
NW. ¼ NW. ¼	11	38	9	40	Do.
SW. ¼ NW. ¼	11	38	9	40	Do.

List No. 24.—Central Pacific Railroad lands, etc.—Continued.

SHASTA (NOW REDDING) DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
S. ½ NW. ¼, NW. ¼ NE. ¼	11	38	9	120	Selected July 5, 1888. Amended list 11.
S. ½ NE. ¼	11	38	9	80	Do.
NE. ¼ NE. ¼, N. ½ SW. ¼	11	38	9	120	Do.
SW. ¼ SW. ¼	11	38	9	40	Do.
N. ½ SE. ¼	11	38	9	80	Do.
SE. ¼ SW. ¼	11	38	9	40	Do.
S. ½ SE. ¼	11	38	9	80	Do.
NW. ¼	13	38	9	160	Do.
NE. ¼	13	38	9	160	Do.
S. ½	13	38	9	320	Do.
All	21	38	9	640	Do.
All	25	38	9	640	Do.
All	27	38	9	640	Do.
NW. ¼	33	38	9	160	Do.
S. ½	33	38	9	320	Do.
All	35	38	9	640	Do.
All, fractional	1	39	9	30.78	Do.
All, fractional	3	39	9	33.86	Do.
All, fractional	5	39	9	26.80	Do.
All	7	39	9	641.52	Do.
All	9	39	9	640	Do.
All	11	39	9	640	Do.
All	13	39	9	640	Do.
All	15	39	9	640	Do.
NW. ¼	17	39	9	160	Do.
NE. ¼ and NW. ¼ SW. ¼	17	39	9	200	Do.
S. ½ SW. ¼, NE. ¼ SW. ¼	17	39	9	120	Do.
SE. ¼	17	39	9	160	Do.
NW. ¼ N. ½, NE. ¼ S. ½	19	39	9	553.06	Do.
S. ½ NE. ¼	19	39	9	80	Do.
NW. ¼, N. ½ NE. ¼, SW. ¼ NE. ¼	21	39	9	280	Do.
SE. ¼ NE. ¼, SW. ¼	21	39	9	200	Do.
N. ½ SE. ¼, SE. ¼ SE. ¼	21	39	9	120	Do.
SW. ¼ SE. ¼	21	39	9	40	Do.
NW. ¼ NE. ¼ NE. ¼	23	39	9	200	Do.
NW. ¼ NE. ¼, S. ½ NE. ¼ S. ½	23	39	9	440	Do.
N. ½ NW. ¼	25	39	9	80	Do.
SE. ¼ NW. ¼	25	39	9	40	Do.
NE. ¼ SW. ¼, NW. ¼ S. ½	25	39	9	520	Do.
N. ½ NW. ¼ S. ½	27	39	9	400	Do.
S. ½ NW. ¼ NE. ¼	27	39	9	240	Do.
All	29	39	9	640	Do.
W. ½ N. ½ NE. ¼, SW. ¼ NE. ¼	31	39	9	435.34	Do.
SE. ¼ NE. ¼, N. ½ SE. ¼	31	39	9	120	Do.
S. ½ SE. ¼	31	39	9	80	Do.
All	33	39	9	640	Do.
All	35	39	9	640.35	Do.
N. ½ SW. ¼	33	40	9	80	Do.
S. ½ SW. ¼	33	40	9	80	Do.
N. ½ SE. ¼	33	40	9	80	Do.
S. ½ SE. ¼	33	40	9	80	Do.
NW. ¼ NW. ¼	35	40	9	40	Do.
S. ¼ NW. ¼	35	40	9	80	Do.
N. ½ NE. ¼	35	40	9	80	Do.
NE. ¼ NW. ¼	35	40	9	40	Do.
SW. ¼ NE. ¼	35	40	9	40	Do.
SE. ¼ NE. ¼	35	40	9	40	Do.
N. ½ SW. ¼	35	40	9	80	Do.
S. ½ SW. ¼	35	40	9	80	Do.
N. ½ SE. ¼	35	40	9	80	Do.
SW. ¼ SE. ¼	35	40	9	40	Do.
SE. ¼ SE. ¼	35	40	9	40	Do.
E. ½ SW. ¼, SE. ¼ NW. ¼ E. ½	19	45	9	440	Do.
W. ½ NW. ¼, W. ½ SW. ¼	19	45	9	145.28	Do.
Lot 2 of NW. ¼, lots 3 and 4 of SW. ¼	31	46	9	118.83	Do.
N. ½ NW. ¼, NW. ¼ NE. ¼	13	37	10	120	Do.
S. ½ NW. ¼, NE. ¼ NE. ¼	13	37	10	120	Do.
S. ½ NE. ¼	13	37	10	80	Do.
N. ½ SW¼	13	37	10	80	Do.
S. ½ SW. ¼, NW. ¼ SE¼	13	37	10	120	Do.
S. ½ SE. ¼	13	37	10	80	Do.
NE. ¼ SE. ¼	13	37	10	40	Do.
NE. ¼ NE. ¼	7	43	10	40	Do.
SW. ¼ NE. ¼	7	43	10	40	Do.
N. ½ SE¼	7	43	10	80	Do.
S. ½ SE¼,	7	43	10	80	Do.
SE. ¼ NE. ¼	7	43	10	40	Do.
NW. ¼ NE. ¼ and W. ½	7	43	10	359.82	Do.

List No. 24.—Central Pacific Railroad lands, etc.—Continued.

SHASTA (NOW REDDING) DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T. N.	R. W.	Area. Acres.	Remarks.
NE. ¼	9	43	10	160	Selected July 5, 1888. Amended list 11.
SE. ¼	9	43	10	160	Do.
N. ½ NW. ¼	9	43	10	80	Do.
S. ½ NW. ¼, SW. ¼	9	43	10	240	Do.
NW. ¼	17	43	10	160	Do.
NE. ¼	17	43	10	160	Do.
N. ½ SW. ¼	17	43	10	80	Do.
SE. ¼	17	43	10	160	Do.
S. ½ SW. ¼	17	43	10	80	Do.
SW. ¼ SW. ¼	35	43	10	40	Do.
SE. ¼ SW. ¼	35	43	10	40	Do.
Lot 4 of SW. ¼	35	43	10	39.27	Do.
S. ½ SE. ¼	35	43	10	80	Do.
NE. ¼ SE. ¼ and lot 1 of SE. ¼	35	44	10	74.16	Do.
NW. ¼ NE. ¼	31	45	10	40	Do.
SW. ¼ NE. ¼	31	45	10	40	Do.
W. ½	31	45	10	301.44	Do.
SE. ¼	31	45	10	160	Do.
E. ½ NE. ¼	31	45	10	80	Do.
Lot 4 of NW. ¼, SW. ¼ NW. ¼	3	46	10	81.36	Do.
SW. ¼	3	46	10	160	Do.
W. ½ SE. ¼	3	46	10	80	Do.
NE. ¼	5	46	10	161.99	Do.
Lots 3 and 4 of NW. ¼	5	46	10	81.68	Do.
SW. ¼ NW. ¼	5	46	10	40	Do.
W. ½ SW. ¼, E. ½ SE. ¼	5	46	10	160	Do.
E. ½ NW. ¼, SW. ¼ NE. ¼	7	46	10	120	Do.
SE. ¼ NE. ¼	7	46	10	40	Do.
E. ½ SW. ¼, N. ½ NE. ¼	7	46	10	160	Do.
W. ½ NW. ¼, W. ½ SW. ¼	7	46	10	151.58	Do.
SE. ¼	7	46	10	160	Do.
N. ½	9	46	10	320	Do.
SW. ¼ SW. ¼	9	46	10	40	Do.
SW. ¼ SW. ¼	11	46	10	40	Do.
NW. ¼ NW. ¼	15	46	10	40	Do.
SW. ¼ NW. ¼	15	46	10	40	Do.
E. ½ NW. ¼	15	46	10	80	Do.
NE. ¼	15	46	10	160	Do.
N. ½ SW. ¼	15	46	10	80	Do.
SW. ¼ SW. ¼	15	46	10	40	Do.
N. ½ SE. ¼ and lots 1, 2, 3 of SE. ¼ and lot 4 of SW. ¼.	15	46	10	180	Do.
NW. ¼	17	46	10	160	Do.
SW. ¼	17	46	10	160	Do.
NE. ¼	17	46	10	160	Do.
N. ½ SE. ¼	17	46	10	80	Do.
S. ½ SE. ¼	17	46	10	80	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼	19	46	10	120	Do.
W. ½ NW. ¼, W. ½ SW. ¼	19	46	10	156.81	Do.
SE. ¼ NE. ¼	19	46	10	40	Do.
E. ½ NW. ¼, E. ½ SW. ¼	19	46	10	160	Do.
SE. ¼	19	46	10	160	Do.
E. ½ NE. ¼	21	46	10	80	Do.
NW. ¼ NE. ¼	21	46	10	40	Do.
N. ½ NW. ¼	21	46	10	80	Do.
S. ½ NW. ¼	21	46	10	80	Do.
E. ½ SW. ¼	21	46	10	78.53	Do.
W. ½ SW. ¼	21	46	10	80	Do.
NE. ¼ SE. ¼	21	46	10	40	Do
W. ½ NE. ¼	23	46	10	80	Do.
W. ½	23	46	10	320	Do.
NW. ¼ SE. ¼	23	46	10	40	Do.
S. ½ SE. ¼	23	46	10	80	Do.
W. ½ NW. ¼	25	46	10	80	Do.
SW. ¼ SW. ¼	25	46	10	40	Do.
N. ½ SW. ¼, SE. ¼ SW. ¼	25	46	10	120	Do.
W. ½ SE. ¼	25	46	10	80	Do.
N. ½ NW. ¼	27	46	10	80	Do.
NE. ¼ and S. ½	27	46	10	480	Do.
S. ½ NW. ¼	27	46	10	80	Do.
SW. ¼ and N. ½	29	46	10	480	Do.
N. ½ SE. ¼	29	46	10	80	Do.
S. ½ SE. ¼	29	46	10	80	Do.
N. ½ NE. ¼ SW. ¼ NE. ¼, W. ½	31	46	10	438.95	Do.
SE. ¼ NE. ¼ N. ½ SE. ¼	31	46	10	120	Do.
SW. ¼ SE. ¼	31	49	10	40	Do.
SE. ¼ SE. ¼	31	46	10	40	Do.

List No. 24.—Central Pacific Railroad lands, etc.—Continued.

SHASTA (NOW REDDING) DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
N. ½	33	46	10	320	Selected July 5, 1888. Amended list 11.
N. ½ SW. ¼	33	46	10	80	Do.
SE. ¼	33	46	10	160	Do.
S. ½ SW. ¼	33	46	10	80	Do.
N. ½ NW. ¼	35	46	10	80	Do.
S. ½ NW. ¼ and NE. ¼	35	46	10	240	Do.
N. ½ SW. ¼	35	46	10	80	Do.
SE. ¼	35	46	10	160	Do.
S. ½ SW. ¼	35	46	10	80	Do.
Lot 2 of NE. ¼	5	47	10	39.67	Do.
SW. ¼ NE. ¼	5	47	10	40	Do.
W. ½ NW. ¼ and SW. ¼	5	47	10	239.88	Do.
E. ½ NW. ¼	5	47	10	80	Do.
W. ½ SE. ¼	5	47	10	80	Do.
NW. ¼ SE. ¼	7	47	10	40	Do.
NE. ¼ and W. ½	7	47	10	468	Do.
S. ½ SE. ¼ NE. ¼ SE. ¼	7	47	10	120	Do.
W. ½ SW. ¼	9	47	10	80	Do.
N. ½	17	47	10	320	Do.
N. ½ SW. ¼	17	47	10	80	Do.
SE. ¼, S. ½ SW. ¼	17	47	10	240	Do.
W. ½ NW. ¼ W. ½ SW. ¼	19	47	10	150.38	Do.
E. ½ NW. ¼ E. ½ SW. ¼	19	47	10	160	Do.
NW. ¼ NE. ¼	19	47	10	40	Do.
SE. ¼	19	47	10	160	Do.
S. ½ NE. ¼	19	47	10	80	Do.
NE. ¼ NE. ¼	19	47	10	40	Do.
W. ½ NE. ¼	21	47	10	80	Do.
NW. ¼	21	47	10	160	Do.
SW. ¼	21	47	10	160	Do.
W. ½ SE. ¼	21	47	10	80	Do.
N. ½	29	47	10	320	Do.
E. ½ SW. ¼	29	47	10	80	Do.
SE. ¼	29	47	10	160	Do.
NW. ¼ NE. ¼	31	47	10	40	Do.
S. ½ NE. ¼ SE. ¼	31	47	10	240	Do.
W. ½	31	47	10	311.58	Do.
NE. ¼ NE. ¼	31	47	10	40	Do.
Total	------	------	------	45,995.46	

Supplemental to list No. 25, Central Pacific Railroad (successor to California and Oregon Railroad Company) lands, primary limits, Shasta and Marysville land districts, California.

[September 22, 1894.—Copies to register and receiver with instructions to publish under departmental circular of July 9, 1894 (19 L. D., 21).]

MOUNT DIABLO MERIDIAN, CALIFORNIA.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All, fractional	1	32	4	640.80	Dated Shasta, June 13, 1885. List 7.
SW. ¼ and fractional N. ½	3	32	4	481.72	Do.
All, fractional	5	32	4	641.04	Do.
E. ½ NE. ¼, W. ½ NW. ¼, NW. ¼ SW. ¼, and S. ½ SW. ¼.	9	32	4	280	Do.
NE. ¼ E. ½, NW. ¼, and S. ½	11	32	4	560	Do.
All	13	32	4	640	Do.
SE. ¼ NE. ¼ and E. ½ SE. ¼	15	32	4	120	Do.
N. ½ SE. ¼, N. ½ SW. ¼, and SE. ¼ SW. ¼	17	32	4	600	Do.
W. ½ NE. ¼, NW. ¼, and S. ½	21	32	4	560	Do.
All	23	32	4	640	Do.
N. ½	25	32	4	320	Do.
NE. ¼	27	32	4	160	Do.
E. ½ NE. ¼, W. ½ NW. ¼, N. ½ SE. ¼, N. ½ of SE. ¼ of SE. ¼, N. ½ of SW. ¼ of SE. ¼, and SW. ¼.	29	32	4	440	Do.
All, fractional	3	33	4	637.98	Dated Shasta, June 13, 1885. List 8.
All, fractional	5	33	4	640.81	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All, fractional	7	33	4	641.44	Dated Shasta, June 13, 1885. List 8
N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, and SW. ¼	9	33	4	600	Do.
All	11	33	4	640	Do.
NW. ¼	15	33	4	160	Do.
All	17	33	4	640	Do.
All, fractional	19	33	4	649.18	Do.
All	21	33	4	640	Do.
All	25	33	4	640	Do.
All	27	33	4	640	Do.
S. ½ NE. ¼, NW. ¼ NW. ¼, S. ½ NW. ¼, and S. ½	29	33	4	520	Do.
All, fractional	31	33	4	684.38	Do.
NE. ¼ SE. ¼, S. ½ SE. ¼, and SW. ¼	33	33	4	280	Do.
N. ½, SE. ¼, N. ½ SW. ¼, and SE. ¼ SW. ¼	35	33	4	600	Do.
All fractional	1	34	4	639.56	Dated Shasta (Redding), May 28, 1891. List 9.
All, fractional	3	34	4	640.08	Do.
All, fractional	5	34	4	638.60	Do.
All, fractional	7	34	4	632.84	Do.
All	9	34	4	640	Do.
All	11	34	4	640	Do.
NE. ¼	13	34	4	160	Do.
N. ½, NW. ¼ SE. ¼, S. ½ SE. ¼, and SW. ¼	15	34	4	600	Do.
All	17	34	4	640	Do.
All, fractional	19	34	4	633.24	Do.
All	21	34	4	640	Do.
SE. ¼, NE. ¼ SW. ¼, and S. ½ SW. ¼	23	34	4	280	Do.
All	27	34	4	640	Do.
All	29	34	4	640	Do.
All, fractional	31	34	4	636.22	Do.
All	33	34	4	640	Do.
All	35	34	4	640	Do.
All, fractional	1	35	4	966.09	Dated Shasta (Redding), May 28, 1891. List 10.
All, fractional	3	35	4	966.73	Do.
All, fractional	5	35	4	960	Do.
All, fractional	7	35	4	626.39	Do.
All	9	35	4	640	Do.
All	11	35	4	640	Do.
All	13	35	4	640	Do.
All	15	35	4	640	Do.
All	17	35	4	640	Do.
All, fractional	19	35	4	625.59	Do.
All	21	35	4	640	Do.
All	23	35	4	640	Do.
All	25	35	4	640	Do.
All	27	35	4	640	Do.
All	29	35	4	640	Do.
All, fractional	31	35	4	626.89	Do.
All	33	35	4	640	Do.
All	35	35	4	640	Do.
All, fractional	7	32	1	639.98	Dated Shasta (Redding), May 28, 1891. List 11.
Lot 2 of NE. ¼, SW. ¼ NE. ¼, lots 3, 4, and S. ½ NW. ¼, SW. ¼ NW. ¼, SE. ¼, and S. ½ SE. ¼.	5	33	1	523.45	Do.
All, fractional	7	33	1	711.20	Do.
All	17	33	1	640	Do.
E. ½, E. ½ NW. ¼, lot 1 of NW. ¼, and E. ½ SW. ¼.	19	33	1	531.50	Do.
E. ½ NE. ¼, lots 1 and 2 of NW. ¼, and fractional S. ½.	31	33	1	487	Do.
All, fractional	5	34	1	645.66	Do.
All, fractional	7	34	1	622.08	Do.
All	17	34	1	640	Do.
All, fractional	19	34	1	773.44	Do.
All	29	34	1	640	Do.
E. ½, lots 1, 2, 6, and 7 of NW. ¼, lot 3, N. ½ of lot 5, and N. ½ of lot 8 of SW. ¼.	31	34	1	640.16	Do.
SE. ¼ and fractional W. ½	19	35	1	644.39	Do.
All	21	35	1	640	Do.
All	29	35	1	640	Do.
All, fractional	31	35	1	805.66	Do.
All	33	35	1	640	Do.
NE. ¼ SE. ¼ and W. ½ SE. ¼	9	32	2	120	Do.
NE. ¼	13	32	2	160	Do.
NE. ¼, SE. ¼ NW. ¼, E. ½ SW. ¼, and SE. ¼	15	32	2	440	Do.
W. ½ SE. ¼	17	32	2	80	Do.
NE. ¼ NE. ¼, W. ½ NE. ¼, and lots 1 and 2 of NW. ¼.	19	32	2	274.96	Do.
All, fractional	1	33	2	638.40	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All, fractional	3	33	2	637.98	Dated Shasta (Redding) May 28, 1891. List 11.
All, fractional	5	33	2	639.20	Do.
All, fractional	7	33	2	625	Do.
All	9	33	2	640	Do.
NE. ¼ and SW. ¼	11	33	2	320	Do.
NE. ¼ NE. ¼, W. ½ NE. ¼, SE. ¼, and W. ½	13	33	2	600	Do.
All	15	33	2	640	Do.
All	17	33	2	640	Do.
All, fractional	19	33	2	633.98	Do.
All	21	33	2	640	Do.
All	23	33	2	640	Do.
NW. ¼ NE. ¼, SW. ¼ NE. ¼, NW. ¼, NW. ¼ SE. ¼, S. ½ SE. ¼, and SW. ¼.	25	33	2	520	Do.
All	27	33	2	640	Do.
All	29	33	2	640	Do.
E. ½ and fractional NW. ¼	31	33	2	482.09	Do.
All	33	33	2	640	Do.
E. ½ NE. ¼, NW. ¼ NW. ¼, S. ½ NW. ¼, and S. ½.	35	33	2	520	Do.
All, fractional	1	34	2	640.57	Do.
All, fractional	3	34	2	639.78	Do.
All, fractional	5	34	2	641.36	Do.
All, fractional	7	34	2	595.66	Do.
All	9	34	2	640	Do.
All	11	34	2	640	Do.
All	13	34	2	640	Do.
All	15	34	2	640	Do.
All	17	34	2	640	Do.
All, fractional	19	34	2	595.77	Do.
All	21	34	2	640	Do.
All	23	34	2	640	Do.
All	25	34	2	640	Do.
All	27	34	2	640	Do.
All	29	34	2	640	Do.
All, fractional	31	34	2	596.41	Do.
All	33	34	2	640	Do.
All	35	34	2	640	Do.
All, fractional	1	35	2	807.83	Do.
All, fractional	3	35	2	836.39	Do.
All, fractional	5	35	2	866.97	Do.
All, fractional	7	35	2	598.78	Do.
All	9	35	2	640	Do.
All	11	35	2	640	Do.
All	13	35	2	640	Do.
All	15	35	2	640	Do.
All	17	35	2	640	Do.
All, fractional	19	35	2	598.94	Do.
All	21	35	2	640	Do.
All	23	35	2	640	Do.
All	25	35	2	640	Do.
All	27	35	2	640	Do.
All	29	35	2	640	Do.
All, fractional	31	35	2	598.65	Do.
All	33	35	2	640	Do.
All	35	35	2	640	Do.
All, fractional	1	32	3	643	Do.
NE. ¼ SE. ¼ and S. ½ SE. ¼	3	32	3	120	Do.
Lot 1 and E. ½ of lot 2 of NE. ¼, W. ½ of lot 1 of NW. ¼, W. ½ SW. ¼, and SE. ¼.	5	32	3	400.11	Do.
All, fractional	7	32	3	640.08	Do.
SE ¼ NE. ¼, NW. ¼ NW. ¼, S. ½ NW. ¼, SW. ¼, NE. ¼ SE ¼, and S. ½ SE. ¼.	9	32	3	440	Do.
All	11	32	3	640	Do.
All	13	32	3	640	Do.
All	15	32	3	640	Do.
N. ½, NE. ¼ SW. ¼, and W. ½ SW. ¼	17	32	3	440	Do.
All, fractional	19	32	3	638.24	Do.
All	21	32	3	640	Do.
N. ½	23	32	3	320	Do.
All, fractional	1	33	3	641.06	Do.
All, fractional	3	33	3	641.60	Do.
All, fractional	5	33	3	641.61	Do.
All, fractional	7	33	3	638.93	Do.
All	9	33	3	640	Do.
All	11	33	3	640	Do.
All	13	33	3	640	Do.
All	15	33	3	640	Do.
All	17	33	3	640	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All, fractional	19	33	3	636.46	Dated Shasta (Redding), May 28, 1891. List 11.
All	21	33	3	640	Do.
All	23	33	3	640	Do.
N. ½ SW. ¼, and E. ½ SE. ¼	25	33	3	560	Do.
All	27	33	3	640	Do.
All	29	33	3	640	Do.
All, fractional	31	33	3	639.32	Do.
NE. ¼, E. ½ NW. ¼, NW. ¼ NW. ¼, and NE. ¼ SW. ¼.	33	33	3	320	Do.
N. ½ NE. ¼, NW. ¼, N. ½ SW. ¼, and NE. ¼ SE. ¼.	35	33	3	360	Do.
All, fractional	1	34	3	641.12	Do.
All, fractional	3	34	3	642.16	Do.
All, fractional	5	34	3	641.58	Do.
All, fractional	7	34	3	637.05	Do.
All	9	34	3	640	Do.
All	11	34	3	640	Do.
All	13	34	3	640	Do.
All	17	34	3	640	Do.
All, fractional	19	34	3	639.20	Do.
All	23	34	3	640	Do.
All	25	34	3	640	Do.
All	27	34	3	640	Do.
N. ½, SW. ¼, lots 1, 2, 3, and W. ½ SE. ¼	29	34	3	632.15	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼, SE. ¼, and W. ½	31	34	3	597.52	Do.
All	33	34	3	640	Do.
All	35	34	3	640	Do.
All, fractional	1	35	3	893.60	Do.
All, fractional	3	35	3	919.61	Do.
All, fractional	5	35	3	946.80	Do.
All, fractional	7	35	3	633.50	Do.
All	9	35	3	640	Do.
All	11	35	3	640	Do.
All	13	35	3	640	Do.
All	15	35	3	640	Do.
All	17	35	3	640	Do.
All, fractional	19	35	3	633.75	Do.
All	21	35	3	640	Do.
All	23	35	3	640	Do.
All	25	35	3	640	Do.
All	27	35	3	640	Do.
All	29	35	3	640	Do.
All, fractional	31	35	3	633.45	Do.
All	33	35	3	640	Do.
All	35	35	3	640	Do.
Fractional N. ½, N. ½ SE. ¼, SE. ¼ SE. ¼, and W. ½ SW. ¼.	3	33	5	518.06	Do.
All, fractional	5	33	5	642.66	Do.
All	9	33	5	640	Do.
W. ½ SW. ¼, E. ½ SE. ¼, and N. ½	11	33	5	480	Do.
All	13	33	5	640	Do.
All	15	33	5	640	Do.
All	17	33	5	640	Do.
All, fractional	19	33	5	642.49	Do.
All	21	33	5	640	Do.
All, fractional	1	34	5	639.46	Do.
All, fractional	3	34	5	634.14	Do.
All, fractional	5	34	5	632.81	Do.
All, fractional	7	34	5	625.23	Do.
All	9	34	5	640	Do.
W. ½ NE. ¼, NW. ¼, and S. ½	11	34	5	560	Do.
All	13	34	5	640	Do.
All	15	34	5	640	Do.
All	17	34	5	640	Do.
All	21	34	5	640	Do.
All	23	34	5	640	Do.
All	25	34	5	640	Do.
All	27	34	5	640	Do.
All	29	34	5	640	Do.
E. ½	31	34	5	320	Do.
All	33	34	5	640	Do.
All	35	34	5	640	Do.
All, fractional	1	35	5	945.39	Do.
All, fractional	3	35	5	926.02	Do.
All, fractional	5	35	5	904.97	Do.
All, fractional	7	35	5	636.30	Do.
All	9	35	5	640	Do.
All	11	35	5	640	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All, fractional	31	35	5	622.26	Dated Shasta (Redding), May 28,1891. List 11.
All	33	35	5	640	Do.
All, fractional	3	33	6	641.90	Do.
All, fractional	5	33	6	644.27	Do.
All, fractional	7	33	6	631.66	Do.
All	9	33	6	640	Do.
All	11	33	6	640	Do.
All	15	33	6	640	Do.
All	17	33	6	640	Do.
All, fractional	1	34	6	628.19	Do.
All, fractional	3	34	6	631.05	Do.
All, fractional	5	34	6	637.52	Do.
All, fractional	7	34	6	612.62	Do.
All	9	34	6	640	Do.
All	11	34	6	640	Do.
All	13	34	6	640	Do.
All	15	34	6	640	Do.
All	17	34	6	640	Do.
All, fractional	19	34	6	619.90	Do.
All	21	34	6	640	Do.
All	23	34	6	640	Do.
All	27	34	6	640	Do.
All	29	34	6	640	Do.
All	33	34	6	640	Do.
All	35	34	6	640	Do.
All, fractional	1	35	6	889.21	Do.
All, fractional	3	35	6	864.75	Do.
All, fractional	5	35	6	838.57	Do.
All, fractional	31	35	6	601.20	Do.
All	33	35	6	640	Do.
All	35	35	6	640	Do.
All, fractional	1	31	7	537.86	Do.
All, fractional	3	31	7	567.71	Do.
All, fractional	5	31	7	574.71	Do.
All, fractional	1	32	7	640.79	Do.
Lots 3, 4, and S. ½ NW. ¼, lots 5 and 6 of SE. ¼ and SW. ¼.	3	32	7	357.83	Do.
All, fractional	5	32	7	642.47	Do.
All, fractional	7	32	7	642.24	Do.
NE. ¼, lots 1 and 2 of NW. ¼, S. ½ NW. ¼, and S. ½.	9	32	7	639.30	Do.
NE. ¼, W. ½ NW. ¼, and S. ½	11	32	7	560	Do.
All	13	32	7	640	Do.
All	15	32	7	640	Do.
All	17	32	7	640	Do.
All, fractional	19	32	7	638.63	Do.
All	21	32	7	640	Do.
All	23	32	7	640	Do.
All	25	32	7	640	Do.
All	27	32	7	640	Do.
All	29	32	7	940	Do.
All, fractional	31	32	7	637.77	Do.
All	33	32	7	640	Do.
All	35	32	7	640	Do.
NE. ¼ and W. ½	3	33	7	483.79	Do.
All, fractional	5	33	7	639.68	Do.
N. ½ SE. ¼, N. ½ SW. ¼, and SE. ¼ SW. ¼	9	33	7	600	Do.
N. ½, lots 1, 2, and 3 of SE. ¼, W. ½ SE. ¼, and SW. ¼.	15	33	7	620.80	Do.
All	23	33	7	640	Do.
Lot 2 of NW. ¼, NW. ¼ NW. ¼, S. ½ NW. ¼, SE. ¼ SW. ¼, and N. ½ SW. ¼	27	33	7	272.40	Do.
All	29	33	7	640	Do.
All, fractional	31	33	7	641.93	Do.
All	33	33	7	640	Do.
All, fractional	1	34	7	641.44	Do.
All, fractional	3	34	7	644.07	Do.
All, fractional	5	34	7	641.59	Do.
All, fractional	7	34	7	636.22	Do.
All	9	34	7	640	Do.
All	11	34	7	640	Do.
All	13	34	7	640	Do.
All	15	34	7	640	Do.
All	17	34	7	640	Do.
All, fractional	19	34	7	642.09	Do.
All	21	34	7	640	Do.
All	23	34	7	640	Do.
All	25	34	7	640	Do.
All	27	34	7	640	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*W.*	*Acres.*	
All	29	34	7	640	Dated Shasta (Redding), May 28, 1891. List 11.
All, fractional	31	34	7	645.18	Do.
All	33	34	7	640	Do.
All	35	34	7	640	Do.
All, fractional	1	35	7	820.31	Do.
All, fractional	3	35	7	813.77	Do.
All, fractional	5	35	7	803.61	Do.
All, fractional	7	35	7	615.77	Do.
All	9	35	7	640	Do.
All	11	35	7	640	Do.
All	13	35	7	640	Do.
All	15	35	7	640	Do.
All	17	35	7	640	Do.
All, fractional	19	35	7	622.62	Do.
All	21	35	7	640	Do.
All	23	35	7	640	Do.
All	25	35	7	640	Do.
All	27	35	7	640	Do.
All	29	35	7	640	Do.
All, fractional	31	35	7	629.98	Do.
All	33	35	7	640	Do.
All	35	35	7	640	Do.
All, fractional	1	31	8	580.31	Do.
All, fractional	3	31	8	589.50	Do.
All, fractional	5	31	8	601.27	Do.
All, fractional	7	31	8	643.19	Do.
E. $\frac{1}{2}$	9	31	8	320	Do.
All	11	31	8	640	Do.
N. $\frac{1}{2}$	17	31	8	320	Do.
N. $\frac{1}{2}$ NE. $\frac{1}{4}$, NW. $\frac{1}{4}$ and S. $\frac{1}{2}$	1	32	8	559.04	Do.
All, fractional	3	32	8	640.95	Do.
All, fractional	5	32	8	640.56	Do.
All, fractional	7	32	8	638.78	Do.
All	9	32	8	640	Do.
All	11	32	8	640	Do.
All	13	32	8	640	Do.
All	15	32	8	640	Do.
All	17	32	8	640	Do.
All, fractional	19	32	8	635.20	Do.
All	21	32	8	640	Do.
All	23	32	8	640	Do.
All	25	32	8	640	Do.
All	27	32	8	640	Do.
All	29	32	8	640	Do.
E. $\frac{1}{2}$, and E. $\frac{1}{2}$ NW. $\frac{1}{4}$	31	32	8	400	Do.
All	33	32	8	640	Do.
All	35	32	8	640	Do.
NW. $\frac{1}{4}$ NW. $\frac{1}{4}$, S. $\frac{1}{2}$ NW. $\frac{1}{4}$, and SW. $\frac{1}{4}$	1	33	8	279.82	Do.
SW. $\frac{1}{4}$	3	33	8	160	Do.
Lots 6 and 7 of NW. $\frac{1}{4}$, N. $\frac{1}{2}$ of NE. $\frac{1}{4}$ of SE. $\frac{1}{4}$, SE. $\frac{1}{4}$, of NE. $\frac{1}{4}$, of SE. $\frac{1}{4}$ NE. $\frac{1}{4}$ of NW. $\frac{1}{4}$ of SE. $\frac{1}{4}$, SE. $\frac{1}{4}$ SE. $\frac{1}{4}$, and N. $\frac{1}{2}$ of NW. $\frac{1}{4}$ of SW $\frac{1}{4}$.	5	33	8	167.85	Do.
S. $\frac{1}{2}$ of NE. $\frac{1}{4}$ of NE. $\frac{1}{4}$, W. $\frac{1}{2}$ NE. $\frac{1}{4}$, lots 1, 2, and E. $\frac{1}{2}$ NW. $\frac{1}{4}$, NW. $\frac{1}{4}$ SE. $\frac{1}{4}$ and S. $\frac{1}{2}$ SE. $\frac{1}{4}$.	7	33	8	380	Do.
All	9	33	8	640	Do.
E $\frac{1}{2}$	17	33	8	320	Do.
Lots 1 and 2 of NW. $\frac{1}{4}$, lots 3 and 4 of SW. $\frac{1}{4}$	19	33	8	167.40	Do.
All	21	33	8	640	Do.
All	23	33	8	640	Do.
All	25	33	8	640	Do.
All	27	33	8	640	Do.
S. $\frac{1}{2}$ NE. $\frac{1}{4}$, S. $\frac{1}{2}$ NW. $\frac{1}{4}$, and SE. $\frac{1}{4}$	29	33	8	320	Do.
All, fractional	31	33	8	643	Do.
N. $\frac{1}{2}$, SE. $\frac{1}{4}$, N. $\frac{1}{2}$ SW. $\frac{1}{4}$, and SE. $\frac{1}{4}$ SW. $\frac{1}{4}$	33	33	8	600	Do.
All	35	33	8	640	Do.
All, fractional	1	32	9	643.43	Do.
All	13	32	9	640	Do.
N. $\frac{1}{2}$	25	32	9	320	Do.
N. $\frac{1}{2}$ NW. $\frac{1}{4}$, N. $\frac{1}{2}$ NE. $\frac{1}{4}$, and SW. $\frac{1}{4}$ NW. $\frac{1}{4}$	27	31	5	200	Dated Shasta, May 6, 1887. List 12.
		N.	*E.*		
NE. $\frac{1}{4}$ NE. $\frac{1}{4}$, and NW. $\frac{1}{4}$ SE. $\frac{1}{4}$	25	19	5	80	Dated Marysville, Jan. 29, 1880. List 8.
All, fractional	1	20	4	613	Dated Marysville, Jan. 23, 1884. List 12.
NE. $\frac{1}{4}$, lot 1, and E. $\frac{1}{2}$ SE. $\frac{1}{4}$, and S. $\frac{1}{2}$ SW. $\frac{1}{4}$	21	20	4	357.31	Do.

List No. 25.—Central Pacific Railroad lands, etc.—Continued.

MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
NW. ¼ SW. ¼	23	20	4	40	Dated Marysville, Jan. 23, 1884. List 12.
E. ½ of SE. ¼ of NW. ¼, and N. ½ NW. ¼	27	20	4	100	Do.
Lots 5, 6 and W. ½ NE. ¼, lot 7 and NW. ¼ SE. ¼.	31	20	4	177.81	Do.
Lots 1, 2 and SE. ¼ NE. ¼, lots 3, 4 and SW. ¼ NW. ¼, lots 6 and 7 of SW. ¼.	3	21	4	266.95	Do.
SE. ¼, and SE. ¼ SW. ¼	7	21	4	200	Do.
Lot 1 of NE. ¼	9	21	4	39.80	Do.
Lots 1, 2 and E. ½ NW. ¼, lots 3, 4 and E. ½ SW. ¼, and S. ½ SE. ¼.	19	21	4	397.41	Do.
S. ½ NE. ¼, and S. ½	21	21	4	400	Do.
NW. ¼ NW. ¼	27	21	4	40	Do.
S. ½ of S. ½ of NE. ¼ of NE. ¼, NW. ¼ NE. ¼, and S. ½ SE. ¼.	33	21	4	130	Do.
W. ½ SE. ¼	27	20	5	80	Do.
Lots 3 and 4 and E. ½ NW. ¼, and E. ½	19	21	5	480.63	Do.
NE. ¼ and W. ½ SE. ¼	9	22	3	240	Do.
SE. ¼ NE. ¼, NW. ¼ SE. ¼, SW. ¼ SE. ¼, and SE. ¼ SW. ¼.	17	22	3	160	Do.
NW. ¼ SE. ¼	19	22	3	40	Do.
Lots 3 and 4 of NW. ¼, lots 5 and 6 of SW. ¼.	7	19	2	44.64	Dated Marysville, Aug. 20, 1885. List 13.
Lots 3 and 4 of NW. ¼, lots 5 and 6 of SW. ¼.	19	19	2	62.08	Do.
Lots 3 and 4 of NW. ¼, lots 5 and 6 of SW ¼	31	19	2	78.21	Do.
W. ½ of NW. ¼ of NE. ¼, W. ½ of lot 2 of NE. ¼, lots 4, 5, 6, and 7 of NW. ¼, lots 9, 10, 11, and 12 of SW. ¼.	15	23	3	345.29	Dated Marysville, July 12, 1886. List 14.
All, fractional	17	23	3	627.92	Do.
All, fractional	19	23	3	635.20	Do.
All	21	23	3	640	Do.
All	29	23	3	640	Do.
E. ½, SE¼ NW. ¼, E. ½ SW. ¼, and lot 4 of SW. ¼.	31	23	3	479.35	Do.
NE. ¼, E. ½ NW. ¼, NE. ¼ SW. ¼, and SW. ¼ SW. ¼.	33	23	3	320	
NE. ¼ NW¼	27	18	5	40	Dated Marysville, Dec. 14, 1887. List 15.
Fractional W. ½	5	21	5	310.51	Do.
Lots 9, 10, 11, 12, 13, 14, 15, and 16, and N. ½	17	21	5	631.25	Do.
W. ½ NW. ¼ and W. ½ SW. ¼	21	21	5	160	Do.
SW. ¼ SE. ¼, SE. ¼ SW. ¼, and lot 4 of SW. ¼	7	22	5	119.93	Do.
W. ½ NE. ¼, W. ½ SE. ¼ and fractional W. ½	19	22	5	479.88	Do.
All, fractional	31	22	5	619.92	Do.
Total				238,947.30	

Supplemental to list 54, Central Pacific Railroad lands, primary limits, Sacramento, Susanville, and Marysville land districts.

[February 2, 1895, copies to registers and receivers, with instructions to publish under departmental circular of July 9, 1894 (19 L. D., 21).]

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
E. ½ SE. ¼	25	11	6	80	Selected July 26, 1882. List 3.
Lots 2, 3, and 4 of NW. ¼ N. ½, NW. ¼ SW. ¼ and S½ SE¼	25	13	6	386.82	Selected Feb. 15, 1886. List 13.
NE. ¼ SE. ¼	3	12	7	40	Selected July 26, 1882. List 3.
NW. ¼ SE. ¼	3	12	7	40	Selected Aug. 27, 1884. List 6.
S. ½ NW. ¼	11	12	7	80	Selected July 26, 1882. List 3.
NE. ¼ SW. ¼	23	12	7	40	Selected Aug. 27, 1884. List 6.
Lot 1 of SE. ¼, SE. ¼, SE. ¼, and E. ½ NE. ¼	35	12	7	156.66	Do.
SW. ¼ NE. ¼	17	13	7	40	Selected July 26, 1882. List 3.
Lot 2 or W. ½ NW. ¼	19	13	7	74.05	Selected Aug. 27, 1884. List 6.
S. ½ of NE. ¼ of NW. ¼	25	16	7	20	Selected Dec. 3, 1885. List 12.
SE. ¼ of NW. ¼ of NW. ¼	25	16	7	10	Do.
Lot 1 or fractional N. ½ NE. ¼	1	9	8	80.69	Do.
Lot 1 or S. ½ NE. ¼	1	9	8	80	Do.
Lot 1 or fractional N. ½ NW. ¼	1	9	8	82.09	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
Lot 2 of SW. ¼	7	9	8	67.25	Selected July 26, 1882. List 3.
NE. ¼ SE. ¼	15	9	8	40	Do.
W. ½ NW. ¼	9	14	8	80	Selected Aug. 27, 1884. List 6.
S. ½ NW. ¼	29	14	8	80	Do.
SE. ¼ NE. ¼	33	15	8	40	Do.
Lot 6	11	15	8	34.32	Selected July 26, 1882. List 3.
Lot 2 of NE. ¼	3	8	9	20.56	Do.
SW. ¼ SW. ¼	3	8	9	40	Do.
Lots 3, 4, 5, and 6 of NW. ¼	1	12	9	91.24	Selected Aug. 27, 1884. List 6.
Lot 9 of SW. ¼	1	12	9	33.40	Do.
SW. ¼ NW. ¼ and NW. ¼ SW. ¼	1	12	9	80	Do.
Lot 6	3	12	9	11.55	Selected July 26, 1882. List 3.
Lot 2 of NE., ¼	33	12	9	39.84	Selected Aug. 27, 1884. List 6.
Lot 4 of SE. ¼	33	12	9	1.17	Do.
SE. ¼ NW. ¼	33	12	9	40	Do.
Lots 1 and 2	11	13	9	69.61	Selected July 26, 1882. List 3.
N. ½ SE. ¼, SW. ¼ and N. ½	11	13	9	560	Do.
Lots 1, 2, 4, and 5 of NE. ¼	35	13	9	102.58	Selected Aug. 27, 1884. List 6.
Lots, 6, 7, 8, and 9 of SE. ¼	35	13	9	141.72	Do.
W. ½ NW. ¼, SE. ¼ NW. ¼ and SW. ¼	35	13	9	280	Do.
Lots 1 and 2 of NW. ¼	3	14	9	175.88	Selected July 26, 1882. List 3.
NE. ¼ SE. ¼	5	14	9	40	Selected Aug. 27, 1884. List 6.
W. ½ SE. ¼	13	14	9	80	Selected July 26, 1882. List 3.
W. ½	23	14	9	320	Do.
Lot 13 of NE. ¼	1	15	9	35.05	Selected Jan. 7, 1885. List 7.
Lot 1 of NW. ¼	1	15	9	39.16	Do.
Lots 1 and 4 of SE. ¼	33	15	9	69.81	Do.
SE. ¼	35	15	9	160	Selected July 26, 1882. List 3.
Lot 4 of NW. ¼	5	16	9	38.99	Selected Dec. 3, 1885. List 12.
Lots 1, 2, and 3 of SE. ¼	9	16	9	91.95	Do.
Lot 1 of NE. ¼	13	16	9	10	Do.
Lot 4 of SE. ¼	13	16	9	20	Do.
Lots 1 and 2 of NE. ¼	25	16	9	71.78	Do.
S. ½	1	18	9	320	Selected Oct, 30, 1885. List 10.
All fractional	3	18	9	690.60	Do.
NW. ¼ SW. ¼, N. ½ SE. ¼	5	18	9	120	Do.
N. ½, fractional	5	18	9	416.86	Do.
W. ½, fractional	7	18	9	452.06	Do.
NE. ¼ N. ½, SE. ¼ and SW. ¼ SE. ¼	7	18	9	280	Do.
All	9	18	9	640	Do.
All	11	18	9	640	Do.
N. ½	13	18	9	320	Do.
NW. ¼	15	18	9	160	Do.
All	17	18	9	640	Do.
Fractional NW. ¼	19	18	9	216.61	Do.
All	23	18	9	640	Do.
N. ½	25	18	9	320	Do.
All	27	18	9	640	Do.
All	29	18	9	640	Do.
NE. ¼ and fractional W. ½	31	18	9	487.12	Do.
NE. ¼ N. ½ SE. ¼, SW. ¼ SE. ¼	33	18	9	280	Do.
W. ½	33	18	9	320	Do.
SE. ¼ NW. ¼, N. ½ SW. ¼	13	19	9	120	Do.
SE. ¼ SW. ¼, and E. ½	13	19	9	360	Do.
NE. ¼ NE. ¼, SW. ¼ NE. ¼	23	19	9	80	Do.
SE. ¼ NW. ¼ and S. ½	23	19	9	360	Do.
All	25	19	9	640	Do.
All	35	19	9	640	Do.
SE. ¼ NW. ¼ and E. ½ SW. ¼	3	9	10	120	Selected Nov. 23, 1885. List 11.
NW. ¼ SE. ¼	5	9	10	40	Selected July 26, 1882. List 3.
N. ½ NE. ¼ and SE. ¼ SE. ¼	17	9	10	120	Do.
N. ½ of lot 6 of NW. ¼	19	9	10	40	Do.
NE. ¼ NE. ¼	19	9	10	40	Do.
Lot 1 of NE. ¼	1	10	10	26.75	Do.
NW. ¼ SW. ¼	1	10	10	40	Do.
Lots 1 and 2 of NE. ¼	5	10	10	53.05	Selected Nov. 23, 1885. List 11.
Lots 3 and 4 of NW. ¼	5	10	10	71.56	Do.
S. ½	5	10	10	320	Do.
Lots 1 and 2	7	10	10	108.29	Selected July 26, 1882. List 3.
Lots 3 and 4	7	10	10	100.04	Do.
NE. ¼, E. ½ NW. ¼ and E. ½ SW. ¼	7	10	10	320	Do.
SE. ¼	7	10	10	160	Do.
NW. ¼ SE. ¼	9	10	10	40	Do.
SE. ¼ SE. ¼	11	10	10	40	Selected Nov. 23, 1885. List 11.
SW. ¼ NE. ¼	13	10	10	40	Selected July 26, 1882. List 3.
NE. ¼ SE. ¼	13	10	10	40	Selected Nov. 23, 1885. List 11.
NE. ¼ of NW. ¼ of NE. ¼	15	10	10	10	Do.
SW. ¼ of NE. ¼ of NE. ¼	15	10	10	10	Selected July 26, 1882. List 3.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Part of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
SW. ¼ SE. ¼, S. ½ SW. ¼	15	10	10	120	Selected July 26, 1882. List 3.
SW. ¼ NE. ¼	15	10	10	40	Do.
NE. ¼ E. ½ SE. ¼	17	10	10	240	Do.
NE. ¼ NW. ¼ and S. ½ NW. ¼	17	10	10	120	Do.
Lots 1, 2, and 4	17	10	10	59.37	Do.
Lot 1	21	10	10	35.87	Do.
N. ½ SE. ¼, SW. ¼ SE¼	21	10	10	120	Do.
SW. ¼ and N. ½	21	10	10	480	Do.
NE. ¼ NW. ¼	25	10	10	40	Do.
Lot 6 and NW. ¼ SW. ¼	27	10	10	66.93	Selected Nov. 23, 1885. List 11.
W. ½ SW. ¼	29	10	10	80	Selected July 26, 1882. List 3.
NW. ¼ SE. ¼ and E. ½ SE. ¼	29	10	10	120	Do.
Lot 5 of NE. ¼	1	11	10	43.45	Selected Aug. 27, 1884. List 6.
SW. ¼ NE. ¼, SW. ¼ SW. ¼	1	11	10	80	Do.
NW. ¼ SE. ¼	13	11	10	40	Selected Nov. 23, 1885. List 11.
Lot 3	15	11	10	35.25	Selected July 26, 1892. List 3.
SE. ¼ SE. ¼	19	11	10	40	Do.
SE. ¼ NW. ¼	21	11	10	40	Selected Feb. 15, 1886. List 13.
NE. ¼ NE. ¼, W. ½ NW. ¼	23	11	10	120	Selected Nov. 23, 1885. List 11.
SW. ¼	23	11	10	160	Do.
SW. ¼ NW. ¼	27	11	10	40	Selected Feb. 15, 1886. List 13,
Lot 4 of SW. ¼	31	11	10	36.51	Selected Nov. 23, 1885. List 11.
SE. ¼ SW. ¼ and W. ½ SE. ¼	31	11	10	120	Do.
Lot 4	3	12	10	38.72	Selected July 26, 1882. List 3.
S. ½ NW. ¼ and SW. ¼	3	12	10	240	Do.
Lots 1, 2, 3, 4, 5, 6, and 7	5	12	10	214.74	Do.
SE. ¼ NE. ¼, NE. ¼ SE. ¼, S. ½ SE. ¼	5	12	10	160	Do.
S. ½ NW. ¼ and S. W. ¼	5	12	10	240	Do.
N. ½ NE. ¼, S. ½ SE and NW. ¼	9	12	10	320	Do.
E. ½ E. ½ NE. ¼ SE. ¼	11	12	10	10	Selected Nov. 23, 1885. List 11.
W. ½ NW. ¼ SE. ¼	11	12	10	20	Do.
Lot 3	15	12	10	20	Selected July 26, 1882. List 3.
NE. ¼, SW. ¼ NW. ¼	15	12	10	200	Do.
W. ½ SW. ¼, NW. ¼ SE. ¼ SW. ¼	15	12	10	90	Do.
NE. ¼ SE. ¼	15	12	10	40	Do.
S. ½, fractional	19	12	10	348.88	Do.
Lot 1 of NW. ¼	21	12	10	36.44	Selected Aug. 27, 1884. List 6.
Lots 2 and 3 of SW. ¼	21	12	10	20.75	Do.
N. ½ NW. ¼ and NE. ¼ SW. ¼	21	12	10	120	Do.
SE. ¼ NW. ¼	21	12	10	40	Selected Nov. 23, 1885. List 11.
SE. ¼	21	12	10	160	Selected July 26, 1882. List 3.
W. ½ NE. ¼, W. ½ SE. ¼	25	12	10	160	Do.
W. ½	25	12	10	320	Do.
SE. ¼ SE. ¼	25	12	10	40	Selected Aug. 27, 1884. List 6.
NE. ¼ NW. ¼	23	12	10	40	Selected July 26, 1882. List 3.
E. ½ NE. ¼, E. ½ SE. ¼	27	12	10	160	Do.
NE. ¼ NW. ¼ SE. ¼	27	12	10	10	Do.
E. ½ SW. ¼ SE. ¼	27	12	10	20	Do.
SW. ¼ SW. ¼ SE. ¼	27	12	10	10	Do.
E. ½ W. ½, NW. ¼ SE. ¼	27	12	10	10	Selected Feb. 15, 1886. List 13.
SE. ¼ NE. ¼ W. ½ NE. ¼	29	12	10	120	Selected Aug. 27, 1884. List 6.
SE. ¼ NW. ¼	29	12	10	40	Do.
E. ½ SW. ¼ and SE. ¼	29	12	10	240	Do.
Lots 1 and 2 of NW. ¼	31	12	10	98.67	Do.
Lots 3 and 4 of SW. ¼	31	12	10	95.29	Do.
E. ½ SW. ¼ and SE. ¼	31	12	10	240	Do.
NW. ¼ SW. ¼	33	12	10	40	Selected July 26, 1882. List 3.
W. ½ SE. ¼ and W. ½	35	12	10	400	Do.
Lots 1, 2, 3, 4, 6, 7, 8, and 9	7	13	10	142.62	Do.
Lots 1 and 2 of NE. ¼	9	13	10	34.90	Selected Aug. 27, 1884. List 6.
Lot 3 of SE. ¼	9	13	10	22.83	Do.
Lots 4, 5, and 6 of SW. ¼	9	13	10	67.11	Do.
NE. ¼ SE. ¼ and S. ½ SE. ¼	9	13	10	120	Do.
Lot 7 of NW. ¼	9	13	10	9.52	Selected Nov. 23, 1885. List 11.
S. ½	13	13	10	320	Selected July 26, 1882. List 3.
Lots 1, 2, 3, and 4 of NE. ¼	17	13	10	55.36	Selected Aug. 27, 1884. List 6.
Lot 5 of SE. ¼	17	13	10	29.50	Do.
Lot 6 of SW. ¼	17	13	10	36.40	Do.
NE. ¼ SE. ¼ and S. ½ SE. ¼	17	13	10	120	Do.
Lots 1, 2, 3, and 4	19	13	10	207.29	Selected July 26, 1882. List 3.
W. ½	21	13	10	320	Do.
S. ½	22	13	10	320	Do.
All	25	13	10	640	Do.
Lots 1 and 2	29	13	10	72.15	Do.
SE. ¼ NE. ¼ and SW. ¼ NW. ¼	29	13	10	80	Do.
Lot 1 of SE. ¼	29	13	10	37.03	Selected Aug. 27, 1884. List 6.
Lot 2 of SW. ¼	29	13	10	35.12	Do.
N. ½ SE. ¼, SE. ¼ SE. ¼	29	13	10	120	Do.
N. ½ SW. ¼ SW. ¼ SW. ¼	29	13	10	120	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T. N.	R. E.	Area. Acres.	Remarks.
Lots 1, 2, 6, and 7 of NW. ¼	31	13	10	211.57	Selected July 26, 1882. List 3.
Lots 5 and 8 of SW. ¼	31	13	10	160	Do.
N. ½ NE. ¼ and S. ½ SE. ¼	31	13	10	160	Do.
Lots 3 and 4 of SW. ¼	31	13	10	42.58	Selected Aug. 27, 1884. List 6.
NE. ¼	33	13	10	160	Selected July 26, 1882. List 3
N. ½ SE. ¼ NW. ¼	33	13	10	20	Do.
N. ½ NW. ¼	33	13	10	80	Do.
N. ½ NE. ¼ SE. ¼	33	13	10	20	Do.
S. ½ S. ½ NE. ¼ SE. ¼	33	13	10	10	Do.
SE. ¼ SE. ¼	33	13	10	40	Do.
NE. ¼ NW. ¼ SE. ¼	33	13	10	10	Do.
E. ½ SW. ¼ SE. ¼	33	13	10	20	Do.
E. ½ W. ½ SW. ¼ SE. ¼	33	13	10	10	Do.
W. ½ E. ½ SE. ¼ SW. ¼	33	13	10	10	Do.
W. ½ SE. ¼ SW. ¼	33	13	10	20	Do.
NW. ¼ NE. ¼ SW. ¼	33	13	10	10	Do.
S. ½ NE. ¼ SW. ¼	33	13	10	20	Do.
SW. ¼ SW. ¼	33	13	10	40	Do.
N. ½ N. ½ SW. ¼ NW. ¼	33	13	10	10	Selected Nov. 23, 1885. List 11.
NW. ¼ SW. ¼	33	13	10	40	Do.
E. ½ and NW. ¼ NW. ¼	35	13	10	360	Selected July 26, 1882. List 3.
SW. ¼ SW. ¼	35	13	10	40	Selected Aug. 27, 1884. List 6.
NW. ¼ NE. ¼	19	14	10	40	Selected Nov. 23, 1885. List 11.
NW. ¼ SE. ¼ and S. ½ SE. ¼	19	14	10	120	Do.
Lots 4 and 5 of SW. ¼	25	14	10	42.05	Do.
NE. ¼ SW. ¼ SE. ¼	25	14	10	10	Do.
SE. ¼ SE. ¼	25	14	10	40	Do.
SW. ¼ NW. ¼	27	14	10	40	Do.
NE. ¼ and W. ½	29	14	10	480	Do.
NW. ¼ SW. ¼ NE. ¼	31	14	10	10	Do.
W. ½ NW. ¼, SE. ¼ SW. ¼	31	14	10	5	Do.
Lot 11 NE. ¼	33	14	10	18.34	Do.
Lots 8 and 9 NE. ¼	1	15	10	71.63	Selected Jan. 7, 1885. List 7.
Lots 10 and 12 SE. ¼	1	15	10	48.09	Do.
N. ½ SW. ¼	1	15	10	80	Do.
Lots 1, 2, 3, 4, 5, 7, 9, and 10 of NE. ¼; lots 2, 3, 4, 5, 6, 8, and 11 NW. ¼.	5	15	10	410.09	Do.
S. ½ SW. ¼ and W. ½ SE. ¼	5	15	10	160	Do.
E. ½ SE. ¼	5	15	10	80	Selected July 26, 1882. List 3.
NE. ¼, E. ½ NW. ¼, and SW. ¼	11	15	10	400	Selected Jan. 7, 1885. List 7.
N. ½ NE. ¼	13	15	10	80	Do.
NW. ¼	13	15	10	160	Do.
N. ½ SW. ¼ NE. ¼	13	15	10	20	Do.
E. ½ SE. ¼	13	15	10	80	Do.
S. ½ NW. ¼ SE. ¼	13	15	10	20	Do.
SW. ¼ SE. ¼	13	15	10	40	Do.
NW. ¼ SW. ¼	13	15	10	40	Do.
N. ½ SW. ¼ SW. ¼	13	15	10	20	Do.
E. ½ NE. ¼ and SE. ¼	15	15	10	240	Do.
Lots 1, 2, 3, and 4	21	15	10	98.30	Do.
NE. ¼ SE. ¼	21	15	10	40	Do.
Lots 1 and 2 SW. ¼	23	15	10	67.30	Do.
W. ½ NE. ¼, NW. ¼ N. ½ SW. ¼, and SE. ¼	23	15	10	480	Do.
S. ½ SE. ¼ NE. ¼	23	15	10	20	Selected Nov. 23, 1885. List 11.
Lots 1, 2, 3, 4, 5, and 6	25	15	10	110.63	Selected Jan. 7, 1885. List 7.
E. ½ NW. ¼	25	15	10	80	Do.
NE. ¼ SW. ¼	25	15	10	40	Do.
E. ½	25	15	10	320	Do.
S. ½ NE. ¼	29	15	10	80	Do.
SW. ¼ NW. ¼	29	15	10	40	Do.
NE. ¼ SE. ¼ NW. ¼	29	15	10	10	Do.
S. ½ SE. ¼ NW. ¼	29	15	10	20	Do.
S. ½	29	15	10	320	Do.
Lots 1, 2, 4, and 5 NE. ¼	35	15	10	70.30	Selected Nov. 23, 1885. List 11.
Lot 6 SE. ¼	35	15	10	38.72	Do.
NW. ¼ SE. ¼ and S. ½ SE. ¼	35	15	10	120	Do.
All, fractional	1	17	10	642.52	Do.
Lots 3 and 4 of SW. ¼	7	17	10	78.64	Do.
Lot 2 of NW. ¼	7	17	10	39.56	Selected Feb. 15, 1886. List 13.
SE. ¼ NW. ¼ E. ½, SW. ¼	7	17	10	120	Selected Nov. 23, 1885. List 11.
SE. ¼	7	17	10	160	Do.
SE. ¼ NE. ¼	9	17	10	40	Do.
SE. ¼ NW. ¼	9	17	10	40	Do.
S. ½	9	17	10	320	Do.
NE. ¼	11	17	10	160	Do.
NW. ¼	11	17	10	160	Do.
W. ½ SW. ¼	11	17	10	80	Do.
E. ½ SE. ¼	11	17	10	80	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	Selected Nov. 23, 1885. List 11.
All	13	17	10	640	Do.
All	15	17	10	640	Do.
All	17	17	10	640	Do.
Lots 1 and 2 of NW. ¼	19	17	10	77.59	Do.
Lots 3 and 4 of SW. ¼	19	17	10	76.93	Do.
NE. ¼	19	17	10	160	Do.
E. ½ NW. ¼, E. ½ SW. ¼	19	17	10	160	Do.
NE. ¼ SE. ¼	19	17	10	40	Do.
N. ½ of NE. ¼ of NE. ¼	21	17	10	20	Do.
SE. ¼ of NE. ¼ of NE. ¼	21	17	10	10	Do.
N. ½ of NW. ¼ of NE. ¼	21	17	10	20	Do.
E. ½ of SE. ¼ of NE. ¼	21	17	10	20	Do.
W. ½ NW. ¼	21	17	10	80	Do.
NW. ¼ SW. ¼ S. ½ SW. ¼	21	17	10	120	Do.
S. ½ of NE. ¼ of SW. ¼	21	17	10	20	Do.
S. ½ of NW. ¼ of SE. ¼	21	17	10	20	Do.
S. ½ of NE. ¼ of SE. ¼	21	17	10	20	Do.
NE. ¼ of NE. ¼ of SE. ¼	21	17	10	10	Do.
S. ½ SE. ¼	21	17	10	80	Do.
NE. ¼ SE. ¼	23	17	10	40	Do.
N. ½ SW. ¼	27	17	10	80	Selected Jan. 14, 1884. List 4.
Lots 1 and 2	27	17	10	72.41	Do.
E. ½ NE. ¼	29	17	10	80	Selected Nov. 23, 1885. List 11.
W. ½ NW. ¼	29	17	10	80	Do.
NW. ¼ SW. ¼	29	17	10	40	Do.
S. ½ of N. ½ of NE. ¼ of SW. ¼	29	17	10	10	Do.
S. ½ of NE. ¼ of SW. ¼	29	17	10	20	Do.
S. ½ of N. ½ of NW. ¼ of SE. ¼	29	17	10	10	Do.
S. ½ of NW. ¼ of SE. ¼	29	17	10	20	Do.
SW. ¼, SE. ¼ and NE. ¼ SE. ¼	29	17	10	80	Do.
Lot 1 of SE. ¼	39	17	10	39	Do.
NE. ¼	35	17	10	160	Selected Jan. 14, 1884. List 4.
W. ½ of NW. ¼ of SW. ¼	5	10	11	20	Selected Aug. 27, 1884. List 6.
Lot 1 of NW. ¼	7	10	11	22.08	Do.
Lot 20 of NE. ¼	7	10	11	26.27	Selected July 26, 1882. List 3.
Lot 1 of NW. ¼	31	10	11	20.96	Selected Aug. 27, 1884. List 6.
N. ½ of lot 6 of NW. ¼	31	10	11	40	Do.
Lot 7 of NW. ¼	31	10	11	37.09	Do.
Fractional N. ½	5	11	11	377.02	Selected July 26, 1882. List 3.
SE. ¼ NE. ¼	15	11	11	40	Do.
All	5	12	11	653.80	Do.
All	13	13	11	640	Do.
SE. ¼	25	13	11	160	Do.
N. ½ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼ lot 2, and W. ½ SW. ¼ lots 3 and 4.	31	13	11	263.72	Do.
All	35	13	11	640	Do.
Lot 1	9	15	11	39.81	Selected Jan. 7, 1885. List 7.
SE. ¼ NE. ¼, W. ½ NE. ¼, SE. ¼, and W. ½	9	15	11	600	Do.
N. ½ NW. ¼, S. ½ SW. ¼, and S. ½ SE. ¼	23	16	11	240	Selected July 26, 1882. List 3.
All, fractional	1	17	11	641.02	Selected Feb. 15, 1886. List 13.
All, fractional	3	17	11	638.60	Do.
All, fractional	5	17	11	643.44	Do.
All, fractional	7	17	11	652.52	Do.
Lots 11, 15, and 16 of NW. ¼	11	17	11	93.41	Do.
W. ½ SW. ¼	11	17	11	80	Do.
Lots 7 and 8 of SW. ¼	11	17	11	59.31	Do.
E. ½	13	17	11	320	Do.
All	15	17	11	640	Do.
Lot 10 of NE. ¼	17	17	11	39.77	Do.
Lots 1, 2, 3, 4 of NW. ¼	17	17	11	84.58	Do.
Lots 6, 7, 8, and 9 of SW. ¼	17	17	11	100.60	Do.
N. ½ NE. ¼, NW. ¼ NW. ¼, NW. ¼ SW. ¼, and W. ½ SE. ¼.	17	17	11	240	Do.
All, fractional	19	17	11	653.58	Do.
All	23	19	11	640	Do.
All	25	19	11	640	Do.
All	35	19	11	640	Do.
S. ½ SE. ¼	19	20	11	80	Do.
All	29	20	11	640	Do.
Fractional N. ½	3	13	12	320.42	Selected July 26, 1882. List 3
Lot 1 of NE. ¼	5	13	12	40.29	Do.
Lot 2 of NE. ¼	5	13	12	40.07	Do.
S. ½ NE. ¼	5	13	12	80	Do.
Lot 3 of NW. ¼	5	13	12	39.85	Do.
Lot 4 of NW. ¼	5	13	12	39.63	Do.
SE. ¼ NW. ¼	5	13	12	40	Do.
NE. ¼ SW. ¼, S. ½ SW. ¼	5	13	12	120	Do.
SE. ¼	5	13	12	160	Do.
Fractional N. ½	7	13	12	321.68	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
Fractional S. ½	7	13	12	319.48	Selected Mar. 10, 1886. List 14.
All	9	13	12	640	Selected July 26, 1882. List 3.
All	15	13	12	640	Do.
All	17	13	12	640	Selected Mar. 10, 1886. List 14.
All, fractional	19	13	12	631.22	Do.
W. ½	21	13	12	320	Do.
E. ½	21	13	12	320	Selected July 26, 1882. List 3.
All	23	13	12	640	Do.
N. ½ SE. ¼, N. ½ SW. ¼, and N. ½	25	13	12	480	Do.
S. ½ SE. ¼ and S. ½ SW. ¼	25	13	12	160	Selected Mar. 10, 1886. List 14.
N. ½	27	13	12	320	Selected July 26, 1882. List 3.
S. ½	27	13	12	320	Selected Mar. 10, 1886. List 14
All	29	13	12	640	Do.
All, fractional	31	13	12	638.34	Do.
All	33	13	12	640	Do.
N. ½ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, and NW. ¼ SW. ¼	35	13	12	240	Selected July 26, 1882. List 3.
Lots 1 and 2	1	14	12	65.97	Selected Mar. 10, 1886. List 14.
S. ½ NE. ¼ and S. ½	1	14	12	400	Do.
NW. ¼	1	14	12	144.80	Do.
S. ½	5	15	12	320	Selected Jan. 7, 1885. List 7.
All, fractional	7	15	12	411.45	Do.
All	9	15	12	640	Do.
NE. ¼, S. ½ NW. ¼, and S. ¼	11	15	12	560	Do.
All, fractional	3	16	12	636.64	Selected Mar. 10, 1886. List 14.
NW. ¼ and S. ½	11	16	12	480	Do.
All	13	16	12	640	Do.
All, fractional	19	16	12	645.40	Do.
N. ½ and SE. ¼	21	16	12	480	Do.
All	23	16	12	640	Do.
All	25	16	12	640	Do.
All	27	16	12	640	Do.
NE. ¼, N. ½ NW. and S. ½	29	16	12	560	Do.
All, fractional	31	16	12	641.32	Do.
NE. ¼ NE. ¼, S. ½ NE. ¼	33	16	12	120	Do.
S. ½ NW. ¼ and S. ½	33	16	12	400	Do.
All	35	16	12	640	Do.
All, fractional	1	17	12	642.62	Do.
All, fractional	3	17	12	643	Do.
All, fractional	5	17	12	632.28	Do.
Lots 3 and 4 of SW. ¼	7	17	12	80.47	Do.
E. ½ NW. ¼, E. ½ SW. ¼, and E. ½	7	17	12	480	Do.
Lots 1, 2, 3, and 4	9	17	12	106.91	Do.
E. ½ NE. ¼, W. ½ NW. ¼, and S. ½	9	17	12	480	Do.
All	11	17	12	640	Do.
All	13	17	12	640	Do.
All	17	17	12	640	Do.
All	11	19	12	640	Do.
All	13	19	12	640	Do.
All	15	19	12	640	Do.
All, fractional	19	19	12	644.70	Do.
All	21	19	12	640	Do.
All	23	19	12	640	Do.
All	25	19	12	640	Do.
All	27	19	12	640	Do.
All	29	19	12	640	Do.
All, fractional	31	19	12	641.72	Do.
All	33	19	12	640	Do.
All	35	19	12	640	Do.
All	9	13	13	640	Selected Apr. 7, 1886. List 15.
NE. ¼	19	13	13	160	Selected July 26, 1882. List 3.
E. ½ NW. ¼	19	13	13	80	Do.
Lots 1 and 2 of NW. ¼	19	13	13	79.40	Do.
Lots 3 and 4 of SW. ¼	19	13	13	79.26	Do.
E. ½ SW. ¼	19	13	13	80	Do.
All, fractional	1	14	13	638.58	Selected Jan. 7, 1885. List 7.
Fractional NE. ¼	3	14	13	161.48	Do.
All	11	14	13	640	Do.
All	13	14	13	640	Do.
All	23	14	13	640	Do.
All	25	14	13	640	Do.
All	27	14	13	640	Do.
SE. ¼	29	14	13	160	Do.
All, fractional	31	14	13	645.66	Do.
All	33	14	13	640	Do.
All	35	14	13	640	Do.
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 20, 21, 22, 23, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, and 38.	1	15	13	1,265.57	Selected Apr. 30, 1894. List 31

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
SW. ¼	1	15	13	160	Selected Apr. 30, 1894. List 31.
All, fractional	7	15	13	637.94	Selected Apr. 7, 1886. List 15.
E. ½ NE. ¼, W. ½ NW. ¼, and SE. ¼	11	15	13	320	Selected Apr. 30, 1894. List 31.
SW. ¼	11	15	13	160	Selected Apr. 7, 1886. List 15.
All, fractional	13	15	13	840.67	Selected Apr. 30, 1894. List 31.
All	15	15	13	640	Selected Apr. 7, 1886. List 15.
All	17	15	13	640	Do.
All, fractional	19	15	13	643.12	Do.
NE. ¼, W. ½ SE. ¼, and W. ½	21	15	13	560	Do.
NW. ¼	23	15	13	160	Do.
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12	23	15	13	404.28	Selected Apr. 30, 1894. List 31.
All, fractional	25	15	13	838.28	Do.
All	27	15	13	640	Selected Apr. 7, 1886. List 15.
All	29	15	13	640	Do.
All, fractional	31	15	13	649.14	Do.
All	33	15	13	640	Do.
SW. ¼	35	15	13	160	Do.
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12	35	15	13	465.46	Selected Apr. 30, 1894. List 31.
All, fractional	1	16	13	630.56	Selected Apr. 7, 1886. List 15.
All, fractional	3	16	13	632.70	Do.
All, fractional	5	16	13	640	Do.
All	9	16	13	640	Do.
All	11	16	13	640	Do.
All	13	16	13	640	Do.
All	15	16	13	640	Do.
All	17	16	13	640	Do.
All, fractional	19	16	13	637.19	Do.
All	21	16	13	640	Do.
All	23	16	13	640	Do.
All	25	16	13	640	Do.
All	27	16	13	640	Do.
All	29	16	13	640	Do.
All, fractional	31	19	13	638.60	Do.
All	33	16	13	640	Do.
N. ½	35	16	13	320	Do.
SE. ¼	35	16	13	160	Do.
N. ½ SW. ¼, SE. ¼ SW. ¼	35	16	13	120	Do.
Lot 1 of SW. ¼	35	16	13	39.99	Do.
All, fractional	1	17	13	643.24	Do.
All, fractional	3	17	13	648.68	Do.
All, fractional	5	17	13	653.20	Do.
All, fractional	7	17	13	643.60	Do.
Lot 2 of NE. ¼	9	17	13	38.11	Do.
Lot 3 of NE. ¼	9	17	13	22.84	Do.
Lot 4 of NE. ¼	9	17	13	26.13	Do.
SW. ¼ NE. ¼	9	17	13	40	Do.
W. ½	9	17	13	320	Do.
NE. ¼ SE. ¼	9	17	13	40	Do.
W. ½ SE. ¼	9	17	13	80	Do.
Lot 1 of SE. ¼	9	17	13	38.98	Do.
E. ½	11	17	13	320	Do.
Lot 1 of NW. ¼	11	17	13	30.29	Do.
Lot 2 of NW. ¼	11	17	13	34.37	Do.
Lot 3 of NW. ¼	11	17	13	21.05	Do.
NE. ¼ SW. ¼	11	17	13	40	Do.
S. ½ SW. ¼	11	17	13	80	Do.
Lot 4 of SW. ¼	11	17	13	43.83	Do.
All	13	17	13	640	Do.
All	15	17	13	640	Do.
All	17	17	13	640	Do.
All, fractional	3	18	13	641.76	Selected May 10, 1886. List 16.
All, fractional	7	18	13	622.04	Do.
N. ½ NW. ¼	11	18	13	80	Do.
N. ½ NE. ¼	17	18	13	80	Do.
Lot 3 of NE. ¼	17	18	13	38.95	Do.
Lot 4 of NE. ¼	17	18	13	28.23	Do.
NW. ¼	17	18	13	160	Do.
Lot 1 of SE. ¼	17	18	13	20.07	Do.
Lot 2 of SE. ¼	17	18	13	24.01	Do.
Lot 5	17	18	13	50.94	Do.
Lot 6	17	18	13	35.72	Do.
W. ½ SW. ¼	17	18	13	80	Do.
NE. ¼	19	18	13	160	Do.
E. ½ NW. ¼	19	18	13	80	Do.
Lot 1 of NW. ¼	19	18	13	36.94	Do.
Lot 2 of NW. ¼	19	18	13	37.19	Do.
SE. ¼	19	18	13	160	Do.
E. ½ SW. ¼	19	18	13	80	Do.
Lot 3 of SW. ¼	19	18	13	37.44	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
Lot 4 of SW. ¼	19	18	13	37.69	Selected May 10, 1886. List 16.
All	29	18	13	640	Do.
All, fractional	31	18	13	635.08	Do.
All	33	18	13	640	Do.
N. ½ NE. ¼	35	18	13	80	Do.
SW. ¼ NE. ¼	35	18	13	40	Do.
NE. ¼ NW. ¼	35	18	13	40	Do.
S. ½ NW. ¼	35	18	13	80	Do.
N. ½ SW. ¼	35	18	13	80	Do.
All, fractional	1	19	13	642.08	Do.
All, fractional	3	19	13	643.40	Do.
All, fractional	5	19	13	640.36	Do.
All, fractional	7	19	13	618.12	Do.
All	9	19	13	640	Do.
All	11	19	13	640	Do.
All	13	19	13	640	Do.
All	15	19	13	640	Do.
All	17	19	13	640	Do.
All, fractional	19	19	13	621.32	Do.
All	21	19	13	640	Do.
All	23	19	13	640	Do.
All	25	19	13	640	Do.
All	27	19	13	640	Do.
All	29	19	13	640	Do.
All, fractional	31	19	13	620.46	Do.
All	33	19	13	640	Do.
All	35	19	13	640	Do.
S. ½ NE. ¼	7	20	13	80	Selected June 12, 1886. List 17.
SE. ¼ NW. ¼	7	20	13	40	Do.
Lot 2 of NW. ¼	7	20	13	37.02	Do.
SE. ¼	7	20	13	160	Do.
Fractional SW. ¼	7	20	13	153.97	Do.
S½ NW. ¼	9	20	13	80	Do.
S½	9	20	13	320	Do.
S½ SE. ¼	11	20	13	80	Do.
S½ SW¼	11	20	13	80	Do.
All	13	20	13	640	Do.
All	15	20	13	640	Do.
All	17	20	13	640	Do.
All, fractional	19	20	13	622.62	Do.
All	21	20	13	640	Do.
All	23	20	13	640	Do.
All	25	20	13	640	Do.
All	27	20	13	640	Do.
All	29	29	13	640	Do.
All, fractional	31	20	13	616.36	Do.
All	33	20	13	640	Do.
All	35	20	13	640	Do.
All, fractional	1	14	14	631.26	Selected Apr. 30, 1894. List 31.
All, fractional	3	14	14	572.54	Do.
All, fractional	5	14	14	505.96	Do.
All, fractional	7	14	14	554.42	Do.
All	9	14	14	640	Do.
All	11	14	14	640	Do.
All	13	14	14	640	Do.
All	15	14	14	640	Do.
All	17	14	14	640	Do.
All, fractional	19	14	14	581.28	Do.
All	21	14	14	640	Do.
All	23	14	14	640	Do.
All	25	14	14	640	Do.
All	27	14	14	640	Do.
All	29	14	14	640	Do.
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12	31	14	14	454.69	Do.
N. ½ NE. ¼	33	14	14	80	Do.
NW. ¼	33	14	14	160	Do.
N. ½	35	14	14	320	Do.
All, fractional	1	15	14	1,294.44	Do.
All, fractional	3	15	14	1,282.88	Do.
All, fractional	5	15	14	1,268.52	Do.
All, fractional	7	15	14	480.68	Do.
All	9	15	14	640	Do.
All	11	15	14	640	Do.
All	13	15	14	640	Do.
All	15	15	14	640	Do.
All	17	15	14	640	Do.
All, fractional	19	15	14	510.56	Do.
NW. ¼	21	15	14	160	Do.
S. ½	21	15	14	320	Do.

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

SACRAMENTO DISTRICT, MOUNT DIABLO MERIDIAN, CALIFORNIA—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres*	
All	23	15	14	640	Selected Apr. 30, 1894. List 31.
All	25	15	14	640	Do.
All	27	15	14	640	Do.
All	29	15	14	640	Do.
E. ½	31	15	14	320	Do.
Lots 2, 3, and 4	31	15	14	167.73	Do.
All	33	15	14	640	Do.
All	35	15	14	640	Do.
All, fractional	1	16	14	617.90	Selected Aug. 13, 1866. List 18
All, fractional	3	16	14	630.32	Do.
All, fractional	5	16	14	636.88	Do.
All, fractional	7	16	14	637.16	Do.
All	9	16	14	640	Do.
All	11	16	14	640	Do.
All, fractional	13	16	14	622.76	Do.
All	15	16	14	640	Do.
All	17	16	14	640	Do.
All, fractional	19	16	14	636.87	Do.
All	21	16	14	640	Do.
All	23	16	14	640	Do.
All, fractional	25	16	14	614.44	Do.
All	27	16	14	640	Do.
All	29	16	14	640	Do.
All, fractional	31	16	14	639	Do.
All	33	16	14	610	Do.
All	35	16	14	640	Do.
All, fractional	1	17	14	644.38	Selected Sept. 9, 1886. List 19.
All, fractional	3	17	14	649.66	Do.
All, fractional	5	17	14	649.80	Do.
All, fractional	7	17	14	636.86	Do.
All	9	17	14	640	Do.
All	11	17	14	640	Do.
All	13	17	14	640	Do.
All	15	17	14	640	Do.
All	17	17	14	640	Do.
All, fractional	1	18	14	639.58	Selected Oct. 11, 1886. List 20.
All, fractional	3	18	14	640.40	Do.
All, fractional	5	18	14	641.90	Do.
All, fractional	7	18	14	629.42	Do.
All	9	18	14	640	Do.
All	11	18	14	640	Do.
All	13	18	14	640	Do.
N. ½	15	18	14	320	Do.
SW. ¼	15	18	14	160	Do.
N. ½ SE. ¼	15	18	14	80	Do.
Lot 1 of SE. ¼	15	18	14	21.85	Do.
Lot 2 of SE. ¼	15	18	14	17.97	Do.
All	17	18	14	640	Do.
All, fractional	19	18	14	637.74	Do.
All	21	18	14	640	Do.
All	23	18	14	640	Do.
All	25	18	14	640	Do.
All	27	18	14	640	Do.
All	29	18	14	640	Do.
All, fractional	31	18	14	632.10	Do.
All	33	18	14	640	Do.
All	35	18	14	640	Do.
All, fractional	3	15	15	692.09	Selected Dec. 21, 1886. List 24.
All, fractional	5	15	15	690.08	Do.
All, fractional	7	15	15	628.10	Do.
All	9	15	15	640	Do.
All, fractional	11	15	15	450.23	Do.
All	15	15	15	640	Do.
All	17	15	15	640	Do.
All, fractional	19	15	15	631.68	Do.
All	21	15	15	640	Do.
All, fractional	23	15	15	453.45	Do.
All	27	15	15	640	Do.
All	29	15	15	640	Do.
All, fractional	31	15	15	637.60	Do.
All	33	15	15	640	Do.
All, fractional	35	15	15	453.44	Do.
Total for district	.....	.....	.....	200,129.49	

List No. 54.—Central Pacific Railroad lands, etc.—Continued.

NORTH OF BASE LINE AND EAST OF MOUNT DIABLO MERIDIAN, CALIFORNIA, SUSANVILLE DISTRICT.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		N.	*E.*	*Acres.*	
S. ½ SE. ¼	35	22	16	80	Selected Mar. 28, 1888. List 2.
All, fractional	1	20	17	619.29	Do.
All, fractional	3	20	17	625.98	Do.
All, fractional	5	20	17	629.52	Do.
All, fractional	7	20	17	644.06	Do.
All	9	20	17	640	Do.
All	11	20	17	640	Do.
All	13	20	17	640	Do.
All	15	20	17	640	Do.
All	17	20	17	640	Do.
All, fractional	19	20	17	640.20	Do.
All	21	20	17	640	Do.
All	23	20	17	640	Do.
All	25	20	17	640	Do.
All	27	20	17	640	Do.
All	29	20	17	640	Do.
All	31	20	17	644	Do.
All	33	20	17	640	Do.
All	35	20	17	640	Do.
All, fractional	5	21	17	642.52	Do.
All, fractional	7	21	17	634.24	Do.
All	9	21	17	640	Do,
W. ½	15	21	17	320	Do.
All	17	21	17	640	Do.
All, fractional	19	21	17	636.96	Do.
All	21	21	17	640	Do.
NW. ¼	27	21	17	160	Do.
W. ½ SW. ¼	27	21	17	80	Do.
All	29	21	17	640	Do.
All, fractional	31	21	17	638.62	Do.
All	33	21	17	640	Do.
S. ½ SE. ¼	31	22	17	80	Do.
SE. ¼ SW. ¼	31	22	17	40	Do.
S. ½	33	22	17	320	Do.
S. ½ NE. ¼	35	22	17	80	Do.
S. ½ NW. ¼	35	22	17	80	Do.
S. ½	35	22	17	320	Do.
Lots 13, 16, 17, and 18 of NW. ¼	7	20	18	237.93	Do.
Lots 14, 15, 19, and 20 of SW. ¼	7	20	18	237.89	Do.
Lots 13, 16, 17, and 18 of NW. ¼	19	20	18	237.93	Do.
Lots 14, 15, 19, and 20 of SW. ¼	19	20	18	237.71	Do.
Lots 13, 16, 17, and 18 of NW. ¼	31	20	18	237.73	Do.
Lots 14, 15, 19, and 20 of SW. ¼	31	20	18	237.11	Do.
Lots 7 and 8 of NE. ¼	7	21	18	18.97	Do.
W. ½ NE. ¼	7	21	18	80	Do.
Fractional NW. ¼	7	21	18	163.73	Do.
Lots 5 and 6 of SE. ¼	7	21	18	16.91	Do.
W. ½ SE. ¼	7	21	18	80	Do.
Fractional SW. ¼	7	21	18	164.97	Do.
Total for district	.....	.....	.....	20,746.18	

NORTH OF BASE LINE AND EAST OF MOUNT DIABLO MERIDIAN, CALIFORNIA, MARYSVILLE DISTRICT.

		N.	*E.*	*Acres.*	
Lots 1 and 2 in N. ½ NW. ¼	13	10	9	42.89	Selected Nov. 6, 1886. List 3.
Lot 3 in N. ½ NW. ¼	13	10	9	27.10	Do.
Lot 4 in SE. ¼ NW. ¼	13	10	9	34.58	Do.
N. ½ SE. ¼ SW. ¼	33	17	8	20	Selected Oct. 23, 1883. List 7.
SW. ¼ SE. ¼ SW. ¼	33	17	8	10	Do.
N. ½	35	17	8	320	Selected June 14, 1886. List 8.
SW. ¼ SW. ¼	23	16	6	40	Selected Oct. 23, 1883. List 7.
Total for district	.....	.....	.....	494.57	

RECAPITULATION.

Sacramento district	200,129.49
Susanville district	20,746.18
Marysville district	494.57
Aggregate	221,370.24

OREGON.

Supplemental to List No. 6, Oregon and California Railroad lands (indemnity), Rosebury land district, Oregon.

[August 16, 1894.—Copy to register and receiver with instructions to publish under departmental circular of July 9, 1894 (19 L. D. 21).]

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
NW. ¼ SW. ¼	27	38	8	40	Selected Oct. 6, 1887. Amended list 12.
NE. ¼ SW. ¼	27	38	8	40	Do.
SW. ¼ SW. ¼	27	38	8	40	Do.
SE. ¼, SW. ¼	27	38	8	40	Do.
Lot 1	33	38	8	29.72	Do.
W. ½ NW. ¼	35	38	8	80	Do.
N. ¼ SW. ¼ and SW. ¼ SW. ¼	35	38	8	120	Do.
SE. ¼ SW. ¼	35	38	8	40	Do.
W. ½ SE. ¼	35	38	8	80	Do.
W. ½ NW. ¼ and W. ½ SW ¼	31	40	3	160.84	Do.
E. ½ NW. ¼ and NE. ¼ SW ¼	31	40	3	120	Do.
N. ½ NE. ¼	31	40	3	80	Do.
SE. ¼ SW. ¼	31	40	3	40	Do.
SW. ¼ NE. ¼	31	40	3	40	Do.
SE. ¼ NE. ¼	31	40	3	40	Do.
NW. ¼ SE. ¼	31	40	3	40	Do.
S. ½ SE. ¼	31	40	3	80	Do.
NE. ¼ SE. ¼	31	40	3	40	Do.
N. ½ SW. ¼	5	40	7	80	Do.
SW. ¼ SW. ¼	5	40	7	40	Do.
SE. ¼ SW ¼	5	40	7	40	Do.
SW. ¼	11	40	7	160	Do.
N. ½ NE. ¼ and SW. ¼ NE. ¼	11	40	7	120	Do.
N. ½ SE. ¼	11	40	7	80	Do.
SE. ¼ NE. ¼	11	40	7	40	Do.
S. ½ SE. ¼	11	40	7	80	Do.
N. ½ NW. ¼ and N. ½ NE. ¼	3	40	7	159.01	Do.
S. ½ NW. ¼ and S. ½ NE. ¼	3	40	7	160	Do.
NW. ¼ SE. ¼ and N. ½ SW. ¼	7	40	7	122.77	Do.
NW. ¼ NW. ¼	7	40	7	43.11	Do.
SW. ¼ NW. ¼	7	40	7	42.94	Do.
Lots 1 and 2	7	40	7	37.09	Do.
SE. ¼ SW. ¼, SW ¼ SE. ¼, and lots 1, 7, 8, and 9.	1	40	8	131.79	Do.
N. ½ NW. ¼ and N. ½ NE. ¼	3	40	8	160.70	Do.
S. ½ NW. ¼ and SW. ¼ NE. ¼	3	40	8	120	Do.
SE. ¼ NE. ¼	3	40	8	40	Do.
NW. ¼ SW. ¼	3	40	8	40	Do.
S. ½ SW. ¼ and NE. ¼ SW. ¼	3	40	8	120	Do.
N. ½ SE. ¼	3	40	8	80	Do.
S. ½ SE. ¼	3	40	8	80	Do.
E. ½ SE. ¼ and SE. ¼ NE. ¼	5	40	8	120	Do.
N. ½ NE. ¼ and SW. ¼ NE. ¼	5	40	8	121.17	Do.
Lots 1, 2, 3, 4, 5, 6, and 7	5	40	8	96.86	Do.
NW. ¼ SE. ¼	7	40	8	40	Do.
S. ½ SE. ¼	7	40	8	80	Do.
NE. ¼ SE. ¼	7	40	8	40	Do.
E. ½ NE. ¼ and SW. ¼ NW. ¼	7	40	8	115.87	Do.
Lots 1, 2, 3, 4, and 5	7	40	8	108.36	Do.
N. ½ SW. ¼ and SW. ¼ SW. ¼	7	40	8	111.89	Do.
SE. ¼ SW. ¼	7	40	8	40	Do.
W. ½ SE. ¼	9	40	8	80	Do.
N. ½ NE. ¼ and SW. ¼ NE. ¼	9	40	8	120	Do.
SE. ¼ NE. ¼ and N. ½ NW. ¼	9	40	8	120	Do.
S. ½ NW. ¼ and NW. ¼ SW. ¼	9	40	8	120	Do.
NE. ¼ SW. ¼	9	40	8	40	Do.
SW. ¼ SW. ¼	9	40	8	40	Do.
SE. ¼ SW. ¼	9	40	8	40	Do.
E. ½ NE. ¼ and E. ½ SE. ¼	11	40	8	160	Do.
SW. ¼ SW. ¼	11	40	8	40	Do.
SW. ¼ NW. ¼	11	40	8	40	Do.
NW. ¼ SW. ¼	11	40	8	40	Do.
S. ½ SE. ¼, NW. ¼ SE. ¼ and lots 1, 2, and 3.	13	40	8	145.53	Do.
W. ½ SW. ¼ SE. ¼ and E. ½ NE. ¼	15	40	8	100	Do.
N. ½ SW. ¼ NE. ¼ and SE. ¼ SW. ¼	15	40	8	60	Do.
NW. ¼ NE. ¼ and S. ½ NE. ¼	17	40	8	120	Do.
SE. ¼	17	40	8	160	Do.
N. ½ NW. ¼	17	40	8	80	Do.
SW. ¼	17	40	8	160	Do.
S. ½ NW. ¼	17	40	8	80	Do.
NW. ¼ NE. ¼	21	40	8	40	Do.
SW. ¼ SW. ¼	21	40	8	40	Do.

List No. 6.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
W. ½ NW. ¼	23	40	8	80	Selected Oct. 6, 1887. Amended list 12.
E. ½ NE. ¼	23	40	8	80	Do.
N. ½ NE. ¼ and SW. ¼ NE. ¼	25	40	8	120	Do.
SE. ¼ NE. ¼	25	40	8	40	Do.
SE. ¼ SW. ¼	25	40	8	40	Do.
NE. ¼ NE. ¼	27	40	8	40	Do.
SE. ¼ NE. ¼	27	40	8	40	Do.
Lots 1, 2, 3, 4, and 5	27	40	8	158. 89	Do.
E. ½ NW. ¼	5	41	4	80	Do.
NE. ¼ SW. ¼	5	41	4	40	Do.
SE. ¼ SW. ¼	5	41	4	40	Do.
W. ½ NW. ¼ and W. ½ SW. ¼	5	41	4	160	Do.
NW. ¼ NE. ¼	5	41	4	40	Do.
NE. ¼ NE. ¼	5	41	4	40	Do.
S. ½ NE. ¼	5	41	4	80	Do.
SE. ¼	5	41	4	160	Do.
W. ½ NW. ¼ and W. ½ SW. ¼	7	41	4	164. 36	Do.
E. ½ NW. ¼	7	41	4	80	Do.
E. ½ SW. ¼	7	41	4	80	Do.
NE. ¼	7	41	4	160	Do.
NW. ¼ SE. ¼	7	41	4	40	Do.
NE. ¼ SE. ¼	7	41	4	40	Do.
S. ½ SE. ¼	7	41	4	80	Do.
S. ½ NE. ¼	9	41	4	80	Do.
NE. ¼ NE. ¼	9	41	4	40	Do.
NW. ¼ NW. ¼	9	41	4	40	Do.
S. ½ NW. ¼ and NE. ¼ NW. ¼	9	41	4	120	Do.
N. ½ SW. ¼	9	41	4	80	Do.
S. ½ SW. ¼	9	41	4	80	Do.
NW. ¼ SE. ¼	9	41	4	40	Do.
SE. ¼ SE. ¼	9	41	4	40	Do.
NE. ¼ SE. ¼	9	41	4	40	Do.
SW. ¼ SE. ¼	9	41	4	40	Do.
NE. ¼ NW ¼ and NW. ¼ NE. ¼	13	41	4	80	Do.
NE. ¼ NE. ¼	13	41	4	40	Do.
Lots 1, 2, 3, and 4	13	41	4	103 72	Do.
Lots 1, 2, 3, and 4	17	41	4	96. 12	Do.
N. ½ NW. ¼	17	41	4	80	Do.
NE. ¼ NE ¼	17	41	4	40	Do.
NW. ¼ NE. ¼	17	41	4	40	Do.
SW ¼	7	40	4	162. 84	Selected Mar. 17, 1887. Amended list 15.
SW ¼	11	40	4	160	Do.
N. ½ SW. ¼ and SW. ¼ SW. ¼	13	40	4	120	Do.
SE. ¼ SW. ¼	13	40	4	40	Do.
N. ½ SE. ¼ and SW. ¼ SE. ¼	15	40	4	120	Do.
SE. ¼ SE. ¼	15	40	4	40	Do.
N. ½ NW. ¼ and SW. ¼ NW. ¼	17	40	4	120	Do.
SE. ¼ NW. ¼	17	40	4	40	Do.
NE. ¼ and N. ½ SW. ¼	17	40	4	240	Do.
S. ½ SW. ¼	17	40	4	80	Do.
NW. ¼ NE. ¼	17	40	4	40	Do.
S. ½ NE. ¼ and NE. ¼ NE. ¼	17	40	4	120	Do.
NW. ¼ NW. ¼	23	40	4	40	Do.
NE. ¼ NW. ¼	23	40	4	40	Do.
SW. ¼ NW. ¼	23	40	4	40	Do.
SE. ¼ NW. ¼	23	40	4	40	Do.
SW. ¼ and N. ½ NE. ¼	23	40	4	240	Do.
SW. ¼ NE. ¼	23	40	4	40	Do.
SE. ¼ NE. ¼	23	40	4	40	Do.
NW. ¼ SE. ¼	23	40	4	40	Do.
NE. ¼ SE. ¼	23	40	4	40	Do.
SW. ¼ SE. ¼	23	40	4	40	Do.
SE. ¼ SE. ¼	23	40	4	40	Do.
NW. ¼	29	40	4	160	Do.
N. ½ NE. ¼	29	40	4	80	Do.
S. ½ NE. ¼ and NW. ¼ SW. ¼	29	40	4	120	Do.
S. ½ SW. ¼ and NE. ¼ SW. ¼	29	40	4	120	Do.
N. ½ SE. ¼	29	40	4	80	Do.
W. ½ NW. ¼ and W. ½ SW. ¼	31	40	4	162. 04	Do.
E. ½ NW. ¼ and E. ½ SW. ¼	31	40	4	16	Do.
N. ½ NE. ¼	31	40	4	80	Do.
S. ½ NE. ¼	31	40	4	80	Do.
SE. ¼	31	40	4	160	Do.
N. ½ NW. ¼	33	40	4	80	Do.
SW. ¼ NW. ¼	33	40	4	40	Do.
N. ½ NE. ¼	33	40	4	80	Do.
S. ½ NE. ¼	33	40	4	80	Do.

List No. 6.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SE. ¼ NW. ¼	33	40	4	40	Selected Mar. 17, 1887. Amended list 15.
SW. ¼	33	40	4	160	Do.
NW. ¼ SE. ¼	33	40	4	40	Do.
NE. ¼ SE¼	33	40	4	40	Do.
Total for district				12,475.62	

Supplemental to list No. 10, Oregon and California Railroad lands. Primary limits, Roseburg land district, Oregon.

[September 29, 1894. Copy to register and receiver, with instructions to publish under departmental instructions of July 9, 1894 (19 L. D ,21).]

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
Lot 1, W. ½ NE. ¼, and SW. ¼	7	24	4	264.08	Selected Sept. 21, 1871. List 1
Lots 3, 4, and 5	15	24	4	62.80	Do.
Lot 1 and NE. ¼	17	24	4	167.72	Do.
N. ½ NW. ¼, S. ½ SE. ¼, SE. ¼ SW. ¼, and lots 4 and 5.	23	24	4	220.50	Do.
SW. ¼	25	24	4	160	Do.
NE. ¼ S. ½, NW. ¼, N. ½ SE. ¼, and NE. ¼ SW. ¼.	29	24	4	360	Do.
SE. ¼ NE. ¼, SE. ¼, SE. ¼ SW. ¼, and lot 3	33	24	4	260	Do.
W. ½ NE. ¼, E. ½ NW. ¼, SW. ¼, and SW. ¼ NW. ¼.	35	24	4	360	Do.
NE. ¼ NW. ¼	1	24	5	40.94	Do.
SE. ¼ NW. ¼ and NE. ¼ SW. ¼	3	24	5	80	Do.
NE. ¼ SW. ¼	13	24	5	40	Do.
SW. ¼, SW. ¼ NW. ¼, and SW. ¼ SE. ¼	31	24	5	236.73	Do.
E. ½ NW. ¼, E. ½ SW. ¼, and SW. ¼ SW. ¼	7	25	3	200	Do.
N. ½ SE. ¼	1	25	4	80	Do.
Lots 4 and 7 and SE. ¼ SE. ¼	5	25	4	84.38	Do.
Lot 4	9	25	4	17.38	Do.
SE. ¼ SW. ¼ and NE. ¼ SE. ¼	11	25	4	80	Do.
Lot 6	15	25	4	19.18	Do.
W. ½ NW. ¼, SE. ¼ NW. ¼, and lots 1, 2, and 3.	17	25	4	187.39	Do.
SE. ¼ NE. ¼, E. ½ SE. ¼, SW. ¼ NW. ¼, W. ½ SW. ¼, and SE. ¼ SW. ¼.	21	25	4	280	Do.
NE. ¼ SE. ¼	31	25	4	40	Do.
N. ½ SW. ¼ and NE. ¼ SE. ¼	33	25	4	120	Do.
SE. ¼ NE. ¼ and NE. ¼ SW. ¼	1	25	5	80	Do.
SW. ¼ SE. ¼ and SE. ¼ SW. ¼	3	25	5	80	Do.
E. ½ SW. ¼ and SW. ¼ SW. ¼	9	25	5	120	Do.
Lots 1 and 2	15	25	5	30.94	Do.
E. ½ NE. ¼	17	25	5	80	Do.
S. ½ NE. ¼, S. ½ SE. ¼, S. ½ SW. ¼, and lots 1 and 2.	21	25	5	297.43	Do.
S. ½ SE. ¼	23	25	5	80	Do.
NE. ¼ NE. ¼ and lots 4, 5, 6, and 7	29	25	5	153.74	Do.
NW. ¼	31	25	5	172.71	Do.
All	5	26	3	630.54	Do.
Lot 1 and NW. ¼ SW. ¼	7	26	3	65.07	Do.
SE. ¼ SW. ¼ and SE. ¼	9	26	3	200	Do.
Lots 1, 2, 3, and NE. ¼ SE. ¼	17	26	3	103.28	Do.
Lots 1 and 2	19	26	3	64.13	Do.
NE. ¼, W. ½ SE. ¼, NE. ¼ SE. ¼, NW. ¼ SW. ¼, and S. ½ SW. ¼.	21	26	3	400	Do.
E. ½ SE. ¼, SW. ¼ SE. ¼, and S. ½ SW. ¼	33	26	3	200	Do.
NE. ¼ and NE. ¼ NW. ¼	1	26	4	200.60	Do.
N. ½ NE. ¼	3	26	4	80.88	Do.
Lot 5	7	26	4	42.57	Do.
N. ½ NE. ¼ and lots 10 and 11	13	26	4	102.16	Do.
SW. ¼ SW. ¼	23	26	4	40	Do.
SE. ¼	35	26	4	160	Do.
W. ½ SW. ¼	9	26	5	80	Do.
W. ½ NW. ¼, W. ½ SW. ¼, and lots 3 and 4	1	27	4	217.42	Do.
Lots 2 and 3	3	27	4	25.09	Do.
NE. ¼ NE. ¼	7	27	4	40	Do.
Lot 2	9	27	4	20.55	Do.

List No. 10.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
E. ½ NE. ¼ and NW. ¼ NW. ¼	11	27	4	120	Selected Sept. 21, 1871. List 1.
NE. ¼, E. ½ NW. ¼, NW. ¼ NW. ¼, and S. ½	13	27	4	600	Do.
NE. ¼	15	27	4	160	Do.
NE. ¼ NE. ¼, S. ½ SW. ¼, and SW. ¼ SE. ¼	21	27	4	160	Do.
E. ½ NE. ¼, SW. ¼ NE. ¼, and E. ½ SE. ¼	23	27	4	200	Do.
All	25	27	4	640	Do.
N. ½ SW. ¼	29	27	4	80	Do.
NW. ¼ NW. ¼, NE. ¼ SE. ¼, and lots 8 and 10.	31	27	4	131.15	Do.
E. ½ NE. ¼	33	27	4	80	Do.
S. ½ NE. ¼ and S. ½	25	27	4	400	Do.
S. ½ SE. ¼	25	27	5	80	Do.
E. ½ NE. ¼	29	28	5	80	Do.
NW. ¼, W. ½ SW. ¼, and NE. ¼ SW. ¼	31	28	5	288.32	Do.
W. ½ SW. ¼	33	28	5	80	Do.
S. ½ SE. ¼ and SW. ¼	25	28	6	240	Do.
S. ½ SE. ¼ and SW. ¼ NW. ¼	31	28	6	123.48	Do.
W. ½ SW. ¼	35	28	6	80	Do.
S. ½	9	29	3	328.16	Do.
N. ½ and SE. ¼	17	29	3	480	Do.
Lot 1 and N. ½ NW. ¼	19	29	3	91.18	Do.
NE. ¼, SE. ¼ NW. ¼, and S. ½	21	29	3	520	Do.
All	29	29	3	640	Do.
All	31	29	3	634.23	Do.
NE. ¼, SE. ¼ NW. ¼, W. ½ NW. ¼, and SE. ¼	33	29	3	440	Do.
NW. ¼ NE. ¼, E. ½ NW. ¼, NW. ¼ NW. ¼, W. ½ SE. ¼, and E. ½ SW. ¼.	7	29	4	319.12	Do.
All	13	29	4	640	Do.
All	15	29	4	640	Do.
NE. ¼, E. ½ SE. ¼, lots 2, 3, 4, and N. ½ NW. ¼	19	29	4	423.80	Do.
S. ½ SE. ¼, SE. ¼ SW. ¼, and lots 3, 4, 5, and 6	21	29	4	264.38	Do.
SE. ¼, SW. ¼ SW. ¼, and lot 4	23	29	4	249.74	Do.
N. ½, E. ½ SE. ¼, and W. ½ SW. ¼	25	29	4	480	Do.
All	27	29	4	640	Do.
SE. ¼ and S. ½ SW. ¼	29	29	4	240	Do.
All	31	29	4	628.80	Do.
All	33	29	4	640	Do.
N. ½, N. ½ SE. ¼, SW. ¼ SE. ¼, and SW. ¼	35	29	4	600	Do.
E. ½ and SW. ¼ SW. ¼	3	29	5	362.66	Do.
S. ½ NE. ¼, N. ½ SE. ¼, and N. ½ SW. ¼	5	29	5	240	Do.
SE. ¼, S. ½ NE. ¼, NE. ¼ NE. ¼, SE. ¼ NW. ¼	9	29	5	320	Do.
N. ½ NW. ¼, SW. ¼ NW. ¼, NW. ¼ SW. ¼, and W. ½ SE. ¼.	11	29	5	240	Do.
E. ½ NE. ¼ and W. ½ NW. ¼	15	29	5	160	Do.
E. ½ NE. ¼	17	29	5	80	Do.
NW. ¼ NW. ¼	19	29	5	45.19	Do.
N. ½ and W. ½ SW. ¼	21	29	5	400	Do.
S. ½ NE. ¼	23	29	5	80	Do.
Lots 1, 2, S. ½ NE. ¼, SW. ¼ NW. ¼, SE. ¼, E. ½ SW. ¼, and NW. ¼ SW. ¼.	25	29	5	417.20	Do.
Lots 1, 2, E. ½ NE. ¼ and W. ½ SE. ¼	29	29	5	235.53	Do.
W. ½ NE. ¼, NW. ¼, NE. ¼ SW. ¼, and W. ½ SW. ¼.	31	29	5	378.72	Do.
E. ½ NE. ¼, E. ½ SE. ¼, E. ½ SW. ¼, and lot 3	35	29	5	255.06	Do.
S. ½ NE. ¼ N. ½ SE. ¼, and lots 4, 5, 6, and 7	3	29	6	223.55	Do.
All	5	29	6	645.80	Do.
E. ½ NE. ¼, NE. ¼, SE. ¼, W. ½, NW. ¼, and W. ½ SW. ¼.	7	29	6	296.38	Do.
NE. ¼ NE. ¼, W. ½ NE. ¼, W. ½ SE. ¼, S. ½ SW. ¼, and lots 1, 2, 3, 4, 5, 6, and 7.	9	29	6	446.91	Do.
SW. ¼ and lots 3 and 4	11	29	6	230.64	Do.
SW. ¼, S. ½ NW. ¼ and NE. ¼ NW. ¼	13	29	6	280	Do.
NE. ¼ SW. ¼ and lot 3	15	29	6	345.18	Do.
E. ½ NE. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼, and lots 1, 2, and 3.	17	29	6	243.17	Do.
All	19	29	6	657.54	Do.
E. ½, and lots 1, 2, 3, 4, 5, 6, 7, and 8	21	29	6	492.05	Do.
NE. ¼ NE. ¼, S. ½ NE. ¼, NW. ¼, NE. ¼ SW. ¼ and S. ½ SW. ¼.	23	29	6	400	Do.
N. ½, E. ½ SE. ¼, and N. ½ SW. ¼	25	29	6	480	Do.
W. ½ NW. ¼, NE. ¼ NW. ¼, and SE. ¼ SE. ¼	35	29	6	160	Do.
All	1	29	7	639.40	Do.
SE. ¼ SE. ¼, W. ½ SE. ¼, S. ½ SW. ¼ and lot 1.	3	29	7	229.81	Do.
S. ½ NW. ¼ and NW. ¼ SW. ¼	5	29	7	120	Do.
Lots 1, 4, 5, S. ½ NE. ¼ and S. ½	9	29	7	498.67	Do.
All	11	29	7	640	Do.
All	13	29	7	640	Do.
All	15	29	7	640	Do

List No. 10.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
E. ½ NW. ¼, SE. ¼, and NE. ¼ SW. ¼	17	29	7	280	Selected Sept. 21, 1871. List 1.
All	19	29	7	662.76	Do.
NE. ¼, E. ½ NW. ¼, E. ½ SE. ¼, and NW. ¼ SE. ¼.	21	29	7	360	Do.
All	27	29	7	640	Do.
NW. ¼, N. ½ SW. ¼, and SW. ¼ SW. ¼	29	29	7	280	Do.
All	31	29	7	664.41	Do.
E. ½. E. ½ NW. ¼, E. ½ SW. ¼, and SW. ¼ SW. ¼.	33	29	7	520	
SE. ¼ NE. ¼, W. ½ NW. ¼, and S. ½	13	29	8	440	Do.
SE. ¼	15	29	8	160	Do.
All	21	29	8	640	Do.
All	23	29	8	640	Do.
All	25	29	8	640	Do.
All	27	29	8	640	Do.
E. ½, E. ½ NW. ¼, E. ½ SW. ¼, and lots 1, 2, 3, and 4.	29	29	8	554.65	Do.
S. ½ NE. ¼, S. ½ NW. ¼, S. ½, and lots 1, 2, 3, and 4.	31	29	8	607.73	Do.
All	33	29	8	640	Do.
All	35	29	8	640	Do.
N. ½ NW. ¼, NW. ¼ NE. ¼, and lots 1, 2, and 3	13	30	5	169	Do.
N. ½, N. ½ SE. ¼, and NW. ¼ SW. ¼	15	30	5	440	Do.
N. ½, and lots 4 and 5	17	30	5	370.63	Do.
Lots 1, 2, 5, 6, and NW. ¼	19	30	5	276.12	Do.
NE. ¼ NE. ¼, and lot 1	21	30	5	49.20	Do.
S. ½ SE. ¼	25	30	5	80	Do.
Lots 2, 3, 4, W. ½ NW. ¼, SW. ¼ SE. ¼, and SE. ¼ SW. ¼.	29	30	5	212.99	Do.
Lot 2*	33	26	3	9.96	Do.
All	29	24	3	640	Selected Sept. 27, 1876. List 3.
NE. ¼, W. ½ NW. ¼, and S. ½ SE. ¼	31	24	3	322.11	Do.
All	13	25	4	640	Do.
SW. ¼ NE. ¼	15	25	4	40	Do.
Lots 4, 5, and SW. ¼	17	25	4	211.98	Do.
E. ½ NE. ¼, SW. ¼ NE. ¼, SE. ¼, SE. ¼ NW. ¼, S. ½ SW. ¼, and lots 5, 6, 7, and 8.	19	25	4	447.66	Do.
All	25	25	4	640	Do.
All	27	25	4	640	Do.
NE. ¼, S. ½ NW. ¼, and S. ½	25	25	5	560	Do.
All	27	25	5	640	Do.
NE. ¼, NW. ¼, and NE. ¼ SW. ¼	33	25	5	360	Do.
All	35	25	5	640	Do.
N. ½, N. ½ SE. ¼, and N. ½ SW. ¼	27	26	3	480	Do.
All	35	26	3	640	Do.
All	15	24	3	640	Selected June 30, 1880. List 5.
N. ½ and SW. ¼	21	24	3	480	Do.
NE. ¼	23	24	3	160	Do.
NW. ¼	1	27	3	157.60	Do.
NE. ¼	3	27	3	160	Do.
E. ½ NE. ¼, S. ½ NW. ¼, and S. ½	5	27	3	480.88	Do.
Lots 1, 2, and E. ½ NW. ¼	7	27	3	163	Do.
All	23	25	4	640	Do.
All	29	25	4	640	Do.
N. ½	31	25	4	321	Do.
N. ½	33	25	4	320	Do.
All	35	25	4	640	Do.
NE. ¼ NE. ¼	9	24	5	40	Do.
N. ½ NE. ¼, NE. ¼ NW. ¼	31	25	3	120	Selected Aug. 16, 1886. List 7.
S. ½	3	26	3	320	Do.
NW. ¼	11	26	3	162.70	Do.
SE. ¼	15	26	3	160	Do.
W. ½ SW. ¼	1	27	3	80	Do.
W. ½ NW. ¼ and N. ½ SW. ¼	3	27	3	161.99	Do.
Lot 6	7	27	3	40.43	Do.
E. ½ NW. ¼ and E. ½ SW. ¼	23	27	3	160	Do.
NE. ¼ NE. ¼	27	27	3	40	Do.
SW. ¼ NW. ¼ and SW. ¼ SW. ¼	35	27	3	80	Do.
NE. ¼ SW. ¼ and S. ½ SW. ¼	9	24	4	120	Do.
S. ½ NW. ¼	25	24	4	80	Do.
Lot 4	13	26	4	2.02	Do.
Lot 1	17	26	5	5.54	Do.
SW. ¼ NW. ¼	31	27	5	55.40	Do.
SE. ¼ NE. ¼, E. ½ SE. ¼, SW. ¼ SE. ¼, and SE. ¼, SW. ¼	31	25	3	200	Selected May, 23, 1887. List 9.
NW. ¼ SW. ¼	1	26	3	40	Do.
S. ½ NE. ¼ and N. ½ SE. ¼	1	27	3	160	Do.

*Addenda of list 1.

List No. 10.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ NW. ¼	1	26	3	40	Selected July 15, 1887. List 10.
Lots 1. 11, and 12	11	27	3	122. 40	Do.
NE. ¼ SW. ¼	31	25	3	40	Selected Feb. 28, 1888. List 13.
Lot 3	11	27	3	40. 77	Do.
Lots 3 and 4	31	25	3	75. 44	Do.
NE. ¼ SW. ¼	1	26	3	40	Selected Aug. 18, 1888. List 17.
Lots 2 and 7	11	26	3	81. 35	Do.
SW. ¼ SE. ¼, or lot 15	11	27	3	40. 86	Do.
E. ½ SE. ¼ and SW. ¼ SE. ¼	27	36	6	120	Selected Dec. 27, 1888. List 18.
All	17	27	3	640	Selected May 15, 1890. List 21.
SE. ¼	23	27	3	160	Do.
W. ½, SE. ¼, NE. ¼, NE. ¼, and NW. ¼	27	27	3	280	Do.
N. ½ SW. ¼ and SE. ¼ SW. ¼	35	27	3	120	Do.
NE. ¼	3	28	3	159. 04	Do.
SE. ¼	5	28	4	160	Do.
NW. ¼	7	28	4	160. 80	Do.
SW. ¼	13	28	4	160	Do.
All, fractional	19	28	4	642. 27	Do.
SE. ¼	21	28	4	160	Do.
SE. ¼	23	28	4	160	Do.
N. ½, SE. ¼, N. ½ SW. ¼, and SE. ¼ SW. ¼	27	28	4	600	Do.
NE. ¼	13	28	5	160	Do.
NE. ¼ SE. ¼	21	28	5	40	Do.
N. ½ and NW. ¼ SW. ¼	23	28	5	360	Do.
N. ½	25	28	5	320	Do.
NE. ¼, S. ½ NW. ¼, N. ½ SE. ¼, and N. ½ SW. ¼	27	28	5	400	Do.
W. ½ NW. ¼	29	28	5	80	Do.
NE. ¼ NW. ¼, S. ½ NW. ¼, and SW. ¼	35	28	5	280	Do.
Lots 1, 2, 3, 4, 5, 6, 7, and 8	15	29	3	336. 92	Do.
E. ½ NW. ¼ and E. ½ SW. ¼	3	29	5	161. 42	Do.
Fractional SE. ¼ SW. ¼, or lot 4	17	29	6	41. 80	Do.
NE. ¼	29	29	6	160	Do.
SW. ¼ SE. ¼ and N. ½ SW. ¼	35	29	6	120	Do.
Lot 1	21	29	7	21	Do.
NE. ¼ NE. ¼	13	29	8	40	Do.
S. ½ SE. ¼, SW. ¼ SW. ¼, and lots 4 and 5	25	30	6	181. 98	Do.
All. fractional	1	30	7	613. 70	Do.
SE. ¼	11	30	7	160	Do.
W. ½	23	30	7	320	Do.
N. ½	27	30	7	320	Do.
N. ½	13	30	8	320	Do.
W. ½	25	30	8	320	Do.
NE. ¼ and SW. ¼	11	30	9	320	Do.
NE. ¼	11	31	5	160	Do.
SW. ¼	5	31	7	160	Do.
NE. ¼	17	33	1	160	Do.
Fractional N. ½	19	33	1	321. 01	Do.
E. ½	29	33	1	320	Do.
W. ½	33	33	1	320	Do.
Lots 1, 2, 7, 8, 9, 10, 15, and 16	1	33	2	337. 11	Do.
NE. ¼	15	33	2	160	Do.
NW. ¼ and SE. ¼	27	33	2	320	Do.
N. ½, SE. ¼, N. ½ SW. ¼, and SE. ¼ SW. ¼	33	33	2	600	Do.
N. ½ SW. ¼ SW. ¼, SW. ¼ and N. ½ SE. ¼	15	33	6	200	Do.
W. ½ NE. ¼, S. ½ NW. ¼ and S. ½ SE. ¼	23	33	6	240	Do.
E. ½ NW. ¼ and lots 1 and 2	31	33	6	151. 86	Do.
Lot 2 and S. ½ NE. ¼	1	33	7	121. 14	Do.
SW. ¼	25	33	7	160	Do.
Fractional NW. ¼	5	34	1	158. 59	Do.
NE. ¼	9	34	2	160	Do.
Fractional SW. ¼	19	34	2	160. 55	Do.
N. ½ NE. ¼, SE. ¼ NE. ¼, S. ½ NW. ¼, NE. ¼ SE. ¼, and W. ½ SW. ¼.	21	34	2	320	Do.
E. ½	17	34	5	320	Do.
SE. ¼ and E. ½ SW. ¼	11	34	6	240	Do.
W. ½	33	34	6	320	Do.
SE. ¼	1	35	3	160	Do.
SE. ¼ NE. ¼	13	35	3	40	Do.
N. ½	17	35	4	320	Do.
NE. ¼	19	35	4	160	Do.
N. ½ NW. ¼ and SW. ¼ SW. ¼	21	35	4	120	Do.
Fractional N. ½, N. ½ SE. ¼, N. ½ SW. ¼, and SW. ¼ SW. ¼.	19	35	5	521. 39	Do.
Fractional NW. ¼	1	35	6	167. 36	Do.
Fractional W. ½, SW. ¼ NE. ¼ NW. ¼ SE. ¼, and S. ½ SE. ¼.	3	36	6	491. 10	Do.
NE. ¼ NE. ¼, S. ½ NW. ¼, W. ½ SE. ¼, and SW. ¼.	1	36	2	359. 92	Do.

List No. 10.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
SW. ¼ NE. ¼, S. ½ NW. ¼, and S. ½	5	36	2	440	Selected May 15, 1890. List 21.
N. ½ NE. ¼ and lots 1, 4, 12, and 13	11	36	2	173.79	Do.
Lot 7	21	36	2	33.12	Do.
Lots 3 and 4 and W. ½ SE. ¼	29	36	2	154.16	Do.
Lots 1, 2, 3, 4, 5, 6, and NW. ¼ NW. ¼	27	36	3	221.96	Do.
S. ½ NW. ¼ and SW. ¼	29	36	3	240	Do.
NE. ¼	33	36	3	160	Do.
S. ½ NE. ¼, SE. ¼ and E. ½ SW. ¼	3	36	4	320	Do.
Fractional W. ½	31	36	4	339	Do.
NW. ¼ NW. ¼, SE. ¼ NW. ¼, and E. ½	5	36	5	398.54	Do.
NW. ¼ NW. ¼ and SE. ¼ NW. ¼	7	36	5	81.46	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼, W. ½ W. ½ SE. ¼, and SE. ¼ SE. ¼.	9	36	5	560	Do.
NE. ¼ and N. ½ SE. ¼	15	36	5	240	Do.
W. ½ SE. ¼, SE. ¼ SE. ¼, NE. ¼ SW. ¼, and S. ½ SW. ¼.	19	36	5	243.70	Do.
N. ½ NE. ¼, S. ½ SE. ¼, and lots 7 and 8	21	36	5	207.80	Do.
Lots 8, 9, 10, and SE. ¼ SW. ¼	23	36	5	161.68	Do.
NE. ¼ NE. ¼, S. ½ NW. ¼, NW. ¼ SE. ¼, and SW. ¼.	29	36	5	320	Do.
Fractional NW. ¼	31	36	5	168.37	Do.
E. ½ NW. ¼ NW. ¼, and E. ½ SW. ¼	33	36	5	440	Do.
NE. ¼ NW. ¼	15	36	6	40	Do.
Lot 1, N. ½ SE. ¼, SE. ¼ SE. ¼, and W. ½	23	36	6	446.75	Do.
All	25	36	6	640	Do.
W. ½, NE. ¼, and NW. ¼ SE. ¼	27	36	6	520	Do.
NE. ¼, E. ½ NW. ¼, and S. ½	35	36	6	560	Do.
		S.	*E.*		
SW. ¼ NE. ¼, NE. ¼ NW. ¼, NE. ¼ SE. ¼, SW. ¼ SE. ¼, W. ½ SW. ¼, and SE. ¼ SW. ¼.	31	37	1	286.19	Do.
W. ½ NE. ¼, E. ½ NW. ¼, W. ½ SE. ¼, and NE. ¼ SW. ¼.	33	37	1	280	Do.
NE. ¼, E. ½ NW. ¼, E. ½ SE. ¼, NW. ¼ SE. ¼, and W. ½ SW. ¼.	35	37	1	440	Do.
		S.	*W.*		
Lot 3	29	37	1	5.50	Do.
Lot 5 and S. ½ SW. ¼	5	37	2	81.97	Do.
W. ½ NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, NW. ¼ SE. ¼, and N. ½ SW. ¼.	17	37	2	320	Do.
N. ½ NW. ¼ and SE. ¼ NW. ¼	19	37	2	123.64	Do.
N. ½ NE ¼ and NW. ¼	13	37	3	240	Do.
SW. ¼ NE. ¼, NW. ¼ SE. ¼, and W. ½	23	37	3	400	Do.
SE. ¼ NE. ¼ and S. ½	3	37	4	360	Do.
SE. ¼	5	37	4	160	Do.
NW. ¼ NE. ¼ and W. ½ NW. ¼	13	37	4	120	Do.
NE. ¼	23	37	4	160	Do.
SE. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, and S. ½.	5	37	5	517.63	Do.
NE. ¼	7	37	5	160	Do.
S. ½	9	37	5	320	Do.
W. ½	17	37	5	320	Do.
Lots 1, 2, W. ½ NW. ¼, NE. ¼ SW. ¼, and W. ½ SW. ¼.	19	37	5	243.66	Do.
NW. ¼ NE. ¼, N. ½ NW. ¼, SW. ¼ NW. ¼, and NE. ¼ SW. ¼.	21	37	5	200	Do.
Lot 1, W. ½ NE. ¼, NW. ¼, NW. ¼ SE. ¼, and W. ½ SW. ¼.	25	37	5	383.10	Do.
E. ½ NE. ¼, W. ½ NW. ¼, SE. ¼ NW. ¼, and S. ½.	29	37	5	520	Do.
E. ½ NW. ¼, NW. ¼ SE. ¼, SE. ¼ SE. ¼, and SW. ¼ SW. ¼.	35	37	5	200	Do.
Fractional N. ½	1	37	6	318.32	Do.
		S.	*E.*		
NE. ¼ NW. ¼ and SW. ¼ NW. ¼	3	38	1	79.08	Do.
NW. ¼ NE. ¼, SE. ¼ NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, N. ½ SW. ¼, and SW. ¼ SW. ¼.	5	38	1	318.83	Do.
NE. ¼ NE. ¼, S. ½ NE. ¼, SE. ¼ NW. ¼, N½ SE. ¼, and NE. ¼ SW. ¼.	11	38	1	280	Do.
		S.	*W.*		
E. ½ NE. ¼, NW. ¼ NW. ¼, E. ½ SE. ¼, and SW. ¼ SE. ¼.	29	38	1	240	Do.
W. ½ NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, SE. ¼, N. ½ SW. ¼, and SW. ¼ SW. ¼.	31	38	1	492.09	Do.
NE. ¼ NW. ¼	5	38	2	40.58	Do.
E. ½ NW. ¼	15	38	2	80	Do.
N. ½ NE. ¼, SW. ¼ NE. ¼, N. ½ NW. ¼, SE. ¼ NW. ¼, S. ½ SE. ¼, and SW. ¼.	21	38	2	480	Do.
Fractional N. ½	31	38	3	320.82	Do.

List No. 10.—Oregon and California Railroad lands, etc.—Continued.

SOUTH OF BASE LINE AND WEST OF WILLAMETTE MERIDIAN, ROSEBURG DISTRICT—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
		S.	*W.*	*Acres.*	
N. ½ NE. ¼, SW. ¼ NE. ¼, NW. ¼ SE. ¼, and NE. ¼ SW. ¼.	7	38	4	200	Selected May 15, 1890. List 21.
N. ½ NE. ¼ and SW. ¼ SW. ¼	17	38	4	120	Do.
Lots 2 and 3, NE. ¼, SE. ¼ NW. ¼, N. ½ SE. ¼, SE. ¼ SE. ¼, NE. ¼ SW. ¼, and SW. ¼ SW. ¼.	23	38	4	463.45	Do.
Lots 1, 2, 5, and 6, and SW. ¼ SW. ¼	25	38	4	106.96	Do.
Lots 3, 4, 5, and 6	19	38	7	60.24	Do.
		S.	*E.*		
Lots 1, 2, W. ½ NE. ¼, and E. ½ NW. ¼	7	39	1	247.60	Do.
NE. ¼, E. ½ NW. ¼, SE. ¼, and E. ½ SW. ¼	21	39	1	480	Do.
NE. ¼ SE. ¼	23	39	1	40	Do.
SW. ¼ SW. ¼	25	39	1	40	Do.
		S.	*W.*		
E. ½ SE. ¼ and W. ½ SW. ¼	3	39	1	160	Do.
Lot 4, SW. ¼ NW. ¼, and SE. ¼	5	39	1	241.45	Do.
NW. ¼	11	39	1	160	Do.
All	29	39	1	640	Do.
SW. ¼	23	39	2	160	Do.
S. ½ NW. ¼, S. ½ SE. ¼, and SW. ¼	29	39	2	320	Do.
Lot 1 and NE. ¼	11	39	3	174.42	Do.
NW. ¼ NW. ¼, and S. ½ NW. ¼	33	39	3	120	Do.
Lots 2, 3, and 4, SE. ¼ NW. ¼, and E. ½ SW. ¼.	19	39	4	239.36	Do.
E. ½	23	39	5	320	Do.
Fractional W. ½	5	40	1	318.40	Do.
SW. ¼	1	41	3	160	Do.
Lots 1 and 8	11	26	3	81.35	Selected May 15, 1890. List 22.
Lots 9 and 10	9	27	5	3.40	Do.
W. ½ and SE. ¼	1	33	7	484.56	Do.
E. ½ NW. ¼, SW. ¼ NW. ¼, and NE. ¼ SW. ¼	21	33	6	160	Selected May 15. 1890. List 23.
S. ½ SE. ¼	9	36	3	80	Do.
N. ½ NE. ¼, E. ½ NW. ¼, SW. ¼ NW. ¼, SE. ¼, and SW. ¼.	7	36	2	522.26	Selected Dec. 6, 1893. List 36.
Total for district	.....	.....	.....	93.878.96	

IDAHO.

Supplemental to list No. 1.—Northern Pacific Railroad lands, primary limits, Cœur d'Alene land district, Idaho.

[November 17, 1894.—Copy sent to register and receiver with instructions to publish under Departmental circular of July 9, 1894 (19 L. D., 21).]

NORTH OF BASE LINE AND EAST OF BOISE MERIDIAN, IDAHO (CŒUR D'ALENE DISTRICT).

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
				Acres.	
All	1	48	1	643.95	Selected Oct. 18, 1888. List 2 (in place).
All	3	48	1	640.33	Do.
Lots 1, 3, 4, 5, E. ½ SW. ¼, and E. ½ SE. ¼	5	48	1	294.84	Do.
Lots 1, 2, 3, 4, SE. ¼ NE. ¼, SW. ¼ SE. ¼, and E. ½ SE. ¼.	7	48	1	268.80	Do.
All	9	48	1	640	Do.
All	11	48	1	640	Do.
All	13	48	1	640	Do.
All	15	48	1	640	Do.
All	17	48	1	640	Do.
All	19	48	1	614.47	Do.
All	21	48	1	640	Do.
All	23	48	1	640	Do.
All	25	48	1	640	Do.
All	27	48	1	640	Do.
All	29	48	1	640	Do.
All	31	48	1	617.22	Do.
All	33	48	1	640	Do.
All	35	48	1	640	Do.
All	1	49	1	641.60	Do.
All	3	49	1	640.22	Do.

List No. 1.—Northern Pacific Railroad lands, etc.—Continued.

NORTH OF BASE LINE AND EAST OF BOISE MERIDIAN, IDAHO (CŒUR D'ALENE DISTRICT)—Continued.

Parts of sections.	Sec.	T.	R.	Area.	Remarks.
				Acres.	
All	5	49	1	641.05	Selected Oct. 18, 1888. List 2 (in place).
All	7	49	1	637.28	Do.
All	9	49	1	640	Do.
All	11	49	1	640	Do.
All	13	49	1	640	Do.
All	15	49	1	640	Do.
All	17	49	1	640	Do.
All	19	49	1	640.73	Do.
All	21	49	1	640	Do.
All	23	49	1	640	Do.
All	25	49	1	620.08	Do.
NE. ¼ NE. ¼, W. ½, SE. ¼ SE. ¼, and lots 3 and 4.	27	49	1	458.81	Do.
N. ½, N. ½, SE. ¼, and lot 1	29	49	1	419.22	Do.
N. ½ NE. ¼, and lots 1, 2, and 3	33	49	1	206.88	Do.
N. ½ NE. ¼, N. ½ NW. ¼, S. ½ SW. ¼, and S. ½ SE. ¼.	35	49	1	320	Do.
Lot 6	5	48	1	21.92	Selected Sept. 23, 1889. List 4 (in place).
Lot 4, and SW. ¼ NE. ¼	33	49	1	89.68	Selected Mar. 27, 1891. List 5 (in place).
		N.	*W.*		
All	19	53	2	638	Selected Dec. 1, 1891. List 7 (in place).
		N.	*E.*		
Lots 5, 6, and 7	33	49	1	93.55	Selected Feb. 16, 1892. List 8 (in place).
All	31	49	2	640.06	Do.
All	33	49	2	640	Do.
All	35	49	2	640	Do.
N. ½, SW. ¼, and N. ½ SE. ¼	5	48	3	563.03	Do.
N. ½, SW. ¼, and W. ½ SE. ¼	7	48	3	562.94	Do.
All	3	48	3	640.96	Selected Feb. 16, 1892. List 9 (in place).
S. ½ SE. ¼	5	48	3	80	Do.
E. ½ SE. ¼	7	48	3	80	Do.
All	9	48	3	640	Do.
N. ½, SW. ¼, N. ½ SE. ¼, and SW. ¼ SE. ¼	11	48	3	600	Do.
All	19	48	4	640.88	Do.
All	21	48	4	640	Do.
All	25	48	4	640	Do.
Total for district	.....	.....	.....	27,766.50	

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 316.

REPRESSION OF AFRICAN SLAVE TRADE.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriation, submitted by the Secretary of State, to meet the share of the United States in the repression of the African slave trade.

FEBRUARY 18, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 16, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Secretary of State of the 4th instant, requesting that an appropriation of $93.09 be provided in the general deficiency bill, as follows:

International Bureau at Brussels for Repression of African Slave Trade: To meet the share of the United States in the expenses of the special bureau created by article eighty-two of the general act concluded at Brussels July second, eighteen hundred and ninety, for the repression of the African slave trade and the restriction of the importation into and sale in a certain defined zone of the African Continent of firearms, ammunition, and spiritous liquors, for the year eighteen hundred and ninety-three, ninety-three dollars and nine cents.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF STATE,
Washington, February 14, 1895.

SIR: I have the honor to apprise you of the receipt of a note from Mr. Le Ghait, the Belgian minister, of the 5th instant, reporting that the sum of the expenses of the special bureau attached to the department of foreign affairs at Brussels, in compliance with article 82 of the general act concluded at that capital July 2, 1890, for the repression of the African slave trade and the restriction of the importation into and sale in a certain defined zone of the African continent of firearms,

ammunition, and spirituous liquors amounts for the year 1893 to 8,200 francs, divided as follows:

	Francs.
1. Printing of annual collection	3,466.45
2. Translations	831.00
3. Forwarding collections to the powers (expenses of correspondence and telegrams)	552.55
4. Salaries of clerks and employees of the bureau	3,200.00
5. Messenger for the bureau	150.00
Total	8,200,00

The Government of Belgium has advanced this sum, and now asks reimbursement. The total is to be divided between eighteen signatory powers, and the share of the Government of the United States is 482.35 francs, which, at 19.3, amounts to $93.09.

Reference is here made to the pertinent treaty provisions for specific information upon this subject.

Section II of the general act concerns "the exchange between the Governments of documents and information relating to the slave trade."

Article 81 says:

The powers shall communicate to one another to the fullest extent and with the least delay that they shall consider possible:

1. The text of the laws and administrative regulations existing or enacted by application of the clauses of the present general act.

2. Statistical information concerning the slave trade, slaves arrested and liberated, and the traffic in firearms, ammunition, and alcoholic liquors.

Article 82 reads:

The exchange of these documents and information shall be centralized in a special office attached to the foreign office at Brussels

Article 83 refers to the duties of the office at Zanzibar, and article 84 states that the documents and information shall be collected and published periodically, and addressed to all the signatory powers.

Article 85 reads:

The office expenses, as well as those incurred in correspondence, translation, and printing, shall be shared by all the signatory powers, and shall be collected through the agency of the department of the foreign office at Brussels.

There being no fund at this Department's command available for the liquidation of this Government's share of the expenses, viz, $93.09, and our treaty obligations requiring that it be met, I request that this communication be promptly brought to the attention of Congress, to the end that the necessary appropriation shall be made.

House Ex. Doc. No. 72, Fifty-third Congress, second session, refers to our share of the expenses for 1892, which was provided in the deficiency act approved August 23, 1894.

I have the honor to be, sir, your obedient servant,

W. Q. GRESHAM.

The SECRETARY OF THE TREASURY.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 317.

EXPENSES OF TERRITORIAL COURTS IN UTAH.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of deficiency in the appropriation for expenses of Territorial courts in Utah.

FEBRUARY 18, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 16, 1895.*

SIR: I have the honor to transmit herewith for the consideration of Congress an estimate of deficiency in the appropriation for expenses of Territorial courts in Utah for the fiscal year ending June 30, 1895, $30,000, as submitted by the Attorney-General under date of the 14th instant.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., February 14, 1895.

SIR: On February 12, 1895, N. M. Bingham, United States marshal for the Territory of Utah, states that there will be $30,000 deficiency during the present fiscal year in the appropriation expenses of Territorial courts in Utah, 1895.

You will please communicate this information to Congress for its action at the present session, with the request of the Department that the appropriation be made to meet the expenses.

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

O

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 318.

HARBOR OF REFUGE AT WOODS HOLL, MASS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate of appropriation for repairing the harbor of refuge at Woods Holl, Mass., submitted by the Fish Commissioner.

FEBRUARY 18, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 16, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of appropriation, submitted by the Commissioner of Fish and Fisheries under date of the 14th instant, for repair of the stone pier or breakwater constituting the harbor of refuge at Woods Holl, Mass., damaged by the storm of January 26, 1895, and for repairing, so far as may be necessary, the wooden wharf around said breakwater, $5,000.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

UNITED STATES COMMISSION OF FISH AND FISHERIES,
Washington, D. C. February 14, 1895.

SIR: The severe southeasterly storm of January 26, 1895, caused considerable damage to the stone pier or breakwater constituting the harbor of refuge at Woods Holl, Mass., constructed by the Engineer Bureau of the War Department under a provision in the river and harbor act of August 2, 1882. This breakwater is contiguous to the property of the United States, occupied by the United States Fish Commission and by the Revenue-Marine and Light-House services of the Treasury Department. Upon being advised by our agent at Woods Holl of the damage done, the matter was brought to the attention of the Secretary of War, and in accordance with the suggestion contained in his letter of the 2d instant that "if funds are needed to repair the

pier, estimate of the amount required should be submitted to Congress by the Fish Commission," I beg to inclose an estimate of appropriation of $5,000 to make good the damage and place the whole construction in proper condition, which I respectfully request be forwarded to Congress for its action.

Very respectfully,

HERBERT A. GILL,
Acting Commissioner.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury, Washington, D. C.

Estimate of appropriation required for the repair of the stone pier or breakwater, etc., constituting the harbor of refuge at Woods Holl, Mass.

UNITED STATES FISH COMMISSION.

HARBOR OF REFUGE AT WOODS HOLL, MASSACHUSETTS: For repair of the stone pier or breakwater constituting the harbor of refuge at Woods Holl, Massachusetts, damaged by the storm of January twenty-sixth, eighteen hundred and ninety-five, and for repairing so far as may be necessary the wooden wharf around said breakwater, five thousand dollars.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 319.

PRELIMINARY EXAMINATION OF CAPE LOOKOUT HARBOR OF REFUGE, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Cape Lookout harbor of refuge, North Carolina.

FEBRUARY 18, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 16, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 14, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated February 12, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Cape Lookout harbor of refuge, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 14, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 12, 1895, with map, by Maj. W. S. Stanton, Corps of Engineers, of the results of a preliminary examination of Cape Lookout harbor of refuge, North Carolina, with a view to improvement of navigation, made to comply with the requirements of the river and harbor act of August 17, 1894.

It is the opinion of Major Stanton, concurred in by Col. Wm. P. Craighill, Corps of Engineers, division engineer, and by this office, that this harbor is worthy of improvement by the General Government

to the extent of taking suitable means by sand-catching and beach-building devices to prevent the movement of sand into it from the adjacent beaches and sand dunes by the wind and sea.

Major Stanton states that no survey is necessary for the preparation of a project and estimate of cost of the improvement.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

HON. DANIEL S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CAPE LOOKOUT HARBOR OF REFUGE, NORTH CAROLINA.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., February 12, 1895.

GENERAL: I have the honor to submit the following report of a preliminary examination of Cape Lookout harbor of refuge, North Carolina, made in compliance with instructions from your office of August 20, under a provision of the river and harbor act of August 17, 1894:

I inspected the harbor in person prior to the examination which was made by Lieutenant Lucas, Corps of Engineers, whose report, with a sheet showing the shore lines, is herewith transmitted. Cape Lookout and Lookout Bight are also shown on Coast Survey charts Nos. 11, 146, and 421, scales of 1 to 400,000, 1 to 80,000, and 1 to 40,000, respectively.

From Cape Lookout northerly 36 miles to Ocracoke Inlet the Atlantic coast line trends northeast, while on the other side of the cape (following the coast to the south) it trends from the cape, 7 miles to Beaufort Harbor, about WNW. $\frac{1}{4}$ N. Projecting 3 miles almost due south from the point thus formed by the coast line is an acute, triangular-shaped area of beach with low sand dunes, joined to the point of the coast by a low and narrow neck of beach. The acute apex of this outlying area points due south and forms the extremity of Cape Lookout, and the easterly part of its base is joined to the point of the coast by a low neck of beach, but from the westerly part of its base a point has, by accretion in the last thirty years or more, advanced northerly until it now extends about 2,500 feet landward of the junction of the triangular area with the neck. This conformation of the cape and adjacent coast line, together with the shoals that extend 8 miles southerly from the cape's extremity, protect Lookout Bight (see Coast Survey charts) in a great measure from winds blowing from the quadrant between southeast and northeast, which make that coast a dangerous lee shore, while the extremity of the bight in behind the landward point of the outlying beach, presents its entrance due north directly toward the coast line, and is landlocked against winds from all directions. Into this inner bight Lieutenant Lucas reports vessels can carry a draft of 18 feet at low water to a very restricted anchorage of about 14 acres of that depth with fair holding ground. While vessels anchored in this very contracted inner bight are safe in all winds, if anchored in the outer bight they must leave it to avoid danger of going ashore when the wind shifts to the quadrant between south and west.

Vessels can lay their course for the harbor on Cape Lookout light (first order), and were a small beacon placed at the extremity of the

landward point of the outlying beach, which is bold, even strangers could safely enter it by day or night. In southeasterly and easterly to northeasterly gales, the most dangerous on that coast, it may be safely approached under the lee of the cape and shoals projecting southerly a total distance of 10 nautical miles from its entrance.

On one side of Cape Lookout there is in the coast line a bight 66 nautical miles in length on the chord from the outer point of Cape Lookout Shoals northeast to the outer shoals at Cape Hatteras, and on the other side a bight 84 nautical miles long from the outer point of Cape Lookout Shoals southwest to the outer extremity of Frying Pan Shoals at Cape Fear. These bights have a greatest depth, the former (at Ocracoke Inlet) of 15 miles, and the latter of 30 miles; and in southeasterly to easterly and northeasterly gales if vessels become embayed in either of them so that they can not weather one or the other of the limiting capes they must make a harbor or go ashore. In the northerly bight the only harbors are at Ocracoke and Hatteras inlets, behind the strip of land separating Pamlico Sound from the ocean.

The channels on the ocean bars at both these inlets frequently change both in position and depth, which latter, at either inlet, seldom exceeds 14 feet at low water. At Ocracoke Inlet the depth on the bar at low water was reported 14 feet in 1893, and 12 feet and 13 feet respectively in the spring and summer of 1894. It is stated in the Coast Pilot: "Off Ocracoke Inlet dangerous shoals make out to a distance of nearly 2 miles." In the southerly bight, between capes Lookout and Fear, the only harbor into which more than about 5 feet can be carried at low water is at Beaufort, where the channel on the ocean bar is so changeable, both in depth and position, no soundings are there given on the Coast Survey charts, but the depth is about 12 feet at low water. The inner bight at Cape Lookout can therefore be entered more safely and with a greater draft of water than any harbor in the 325 nautical miles between Hampton Roads and the mouth of the Cape Fear River.

A firm at Savannah, Ga., "agents for coastwise sail vessels," wrote in 1892, replying to a circular letter regarding Ocracoke Inlet:

> The bight to southward of Hatteras Shoals is a very dangerous part of our coast for vessels bound north in case of an east or southeast gale, and a port of refuge at the point indicated would be of great advantage. The depth, however, to be of general access for such vessels as are now used in coast trade should be 16 feet at low water. Very few vessels now are run on as light draft as 14 feet.

In the long stretch of dangerous coast from the capes of Virginia to the Cape Fear River, the little bight at Cape Lookout is, in case of threatened disaster, the only refuge for coasting vessels of drafts greatly prevalent in that trade.

An occasional vessel of that class finding itself too near that coast in southeasterly to easterly and northeasterly gales, may, by resort to Cape Lookout bight, be saved from disaster (1) when bound north and in the vicinity of, or southwesterly from, Cape Lookout with insufficient leeway to weather both the Cape Lookout and Cape Hatteras Shoals, and (2) when bound south and in the vicinity of, or northeasterly from, Cape Lookout without sufficient leeway to weather Frying Pan Shoals off Cape Fear.

It is reported that three-masted schooners occasionally anchor in the inner bight, sometimes two or three being there at once; that small fishing vessels frequent it, ten or fifteen being sometimes anchored there together, and that occasionally a vessel is towed in there in distress.

In January, 1893, a schooner bound north from Winyaw Bay, South

Carolina, being disabled, got into the inner bight and was thereby saved, it is believed, from total loss; and a disabled Spanish steamer, bound from the West Indies, was towed into the bight in January, 1895.

It is reported by men most familiar with the locality that the inner bight is shoaling and its protecting point advancing. Lieutenant Lucas reports that the point has advanced 50 yards in the last year, and the rate of its advance and of the shoaling of the bight within it threaten the destruction of the contracted anchorage there.

In easterly storms the sea washes over the low neck that joins the outlying beach to the coast line, and the sand that it must wash into the bight is a sufficient cause of the shoaling. The sand drifted along the coast by the tidal and littoral currents and oblique impact of the sea in the most prevalent storms—a prolific cause of changes in shoals, spits, and beaches—may also contribute to the shoaling of the bight and advance of the point.

Deterioration, if produced by these currents and the sand which they move, can not probably be arrested, at least at reasonable cost, and they might, if operative in that locality, cause much trouble by producing shoaling of the entrance or interior of any extension of the anchorage by artificial means. But as that immediate locality is well sheltered by the cape and shoals (projecting 10 miles seaward) from the resultant southerly movement of sand by these currents, they may consequently have little effect in causing either the shoaling of the bight or advance of the point which the bold water found close around the latter at the entrance to the inner bight may also indicate. The deterioration caused by the washing of sand from the beach into the bight by the sea may perhaps be arrested at moderate expense by sand-catching devices designed to build up the beach both at the neck to the east and on the point to the west of the bight. Should they be successful in arresting the deterioration by this latter cause, and should it prove to be the predominant cause of deterioration, as may be possible, they would preserve, or at least continue for a considerable time, the usefulness of this little harbor in saving life and property on this dangerous coast.

For the preparation of a project and estimate of cost of the improvement or preservation of the harbor by such means, no survey is necessary. * * *

Considering the usefulness of the harbor, although small, from the facts above set forth, in my opinion it is worthy of improvement by the General Government to the extent of taking suitable means by sand-catching and beach-building devices to prevent the movement of sand into it from the adjacent beaches and sand dunes by the wind and sea.

Very respectfully, your obedient servant.

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 13, 1895.

Respectfully submitted to the Chief of Engineers.
I concur in the conclusions of the local engineer.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

REPORT OF FIRST LIEUT. E. W. VAN C. LUCAS, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE.
Wilmington, N. C., January 26, 1895.

SIR: I have the honor to submit the following report of my examination of Cape Lookout harbor of refuge, known as Lookout Bight, which I made, in compliance with your instructions, on the 19th instant.

This harbor is situated about 8 miles southeast of Shackleford Point, about 2½ miles north of the point of Cape Lookout, and about 11½ miles north by west one-half west of the extreme point of Lookout Shoals. It is shown on Coast Survey charts Nos. 147 and 421, and in detail on the accompanying map of a hasty compass and stadia survey made by me on the 19th instant.

The harbor, though of limited area, is now in good condition, and is considered very valuable by mariners familiar with it. Perhaps 100 seagoing steamers and sailing vessels and a much larger number of small fishing boats take refuge in the harbor each year, but I have been informed that most of the seafaring men habitually passing Cape Lookout know of the harbor only from hearsay, and are afraid to run in during rough weather, when they most need a refuge. The captain of the Cape Lookout life-saving station, who has been stationed there about seven years, told me that he had often seen vessels anchored off the beach between Shackleford Point and Cape Lookout during offshore gales, their captains apparently in ignorance of the near proximity of an excellent harbor to which they could easily run. When so anchored off the beach a vessel is obliged to put to sea when ever the wind shifts toward the shore, whereas if in the harbor it would be safe however the wind might blow. Notwithstanding its limited size, Lookout Bight is the best harbor between Cape Henry and the mouth of the Cape Fear River, a distance of over 300 miles, and as it has no bar outside it is easier of entrance than any harbor between Cape Henry and Florida. Situated as it is on the most dangerous coast of the United States, with no good harbor within 200 miles to the north and over 100 miles to the south, it would seem that its natural advantages should be made the most of, and that it should be improved to the utmost possible within reasonable limits of expenditure.

Its most urgent need is a system of dikes and sand fences for stopping the sand movement across the beach, as the sand blown and washed into the harbor is steadily contracting the area available for anchorage and causing a general shoaling of the harbor. Probably the larger part of sand deposited in the harbor is carried by the sea water overflowing the low beach during storm tides and flowing across the beach into the harbor, and on the accompanying map are approximately located the two gullies through which most of the overflow water enters the harbor at the points marked A and B. The sand hills south of the harbor protect it on that side, and they are said to be gradually extending toward the light-house, but on the opposite side toward Wreck Point there can be no sand hill formation until measures are taken to protect the grass, now destroyed by hogs, or to provide a substitute by which the sand may be held in position. A brush dike similar to those built at Shackleford Point last year, but without the stone, would, if built from the sand hills to the ocean beach on each side, act as a sand catcher, serve as a backbone for a line of sand hills, and prevent the flow of sea water over the beach into the harbor. Stone ballast might be needed where the dike crossed the gullies. Sand fences could be used to advantage on the higher parts of the beach, where the storm tides do not reach. * * *

The harbor is not fully utilized at present because of the lack of a light-house on Wreck Point. Until a small light is erected on this point it is probable that its use will be confined to those vessels the captains of which have had an opportunity for making a personal examination of the harbor during fair weather, and by far the greater number of the vessels running along this dangerous coast can derive no benefit from the refuge for lack of a proper guide. With such a light it is probable that the harbor would be used by ten vessels where it is now used by one.

A survey should be made, at an estimated cost of $500, to obtain data for a careful study of this place, with a view to putting it in such condition as to afford the greatest possible benefit to commerce. At present it will accommodate vessels drawing up to 18 feet, and the anchorage ground for that depth is probably not over 14 acres in extent, its dimensions being about 1,000 feet long (north and south) and 600 feet wide (east and west). This applies to the area sheltered from the winds from all directions. There is also an area of about 1 square mile, having depths of water ranging from 4 to 6 fathoms, that is sheltered from all winds excepting those from south, through west to north northwest, and it may be found advisable to inclose all or a part of this area with a breakwater. But whether or not a breakwater be considered, the northerly advance of Wreck Point should have careful consideration at the earliest possible opportunity, with a view to its regulation or guidance. Since 1866 this point has advanced about 700 yards, of which 50 were made in the last year. While its advance tends to close the entrance, it is also continually narrow-

ing the harbor itself, and unless its advance is stopped or properly directed it threatens to ruin the harbor.

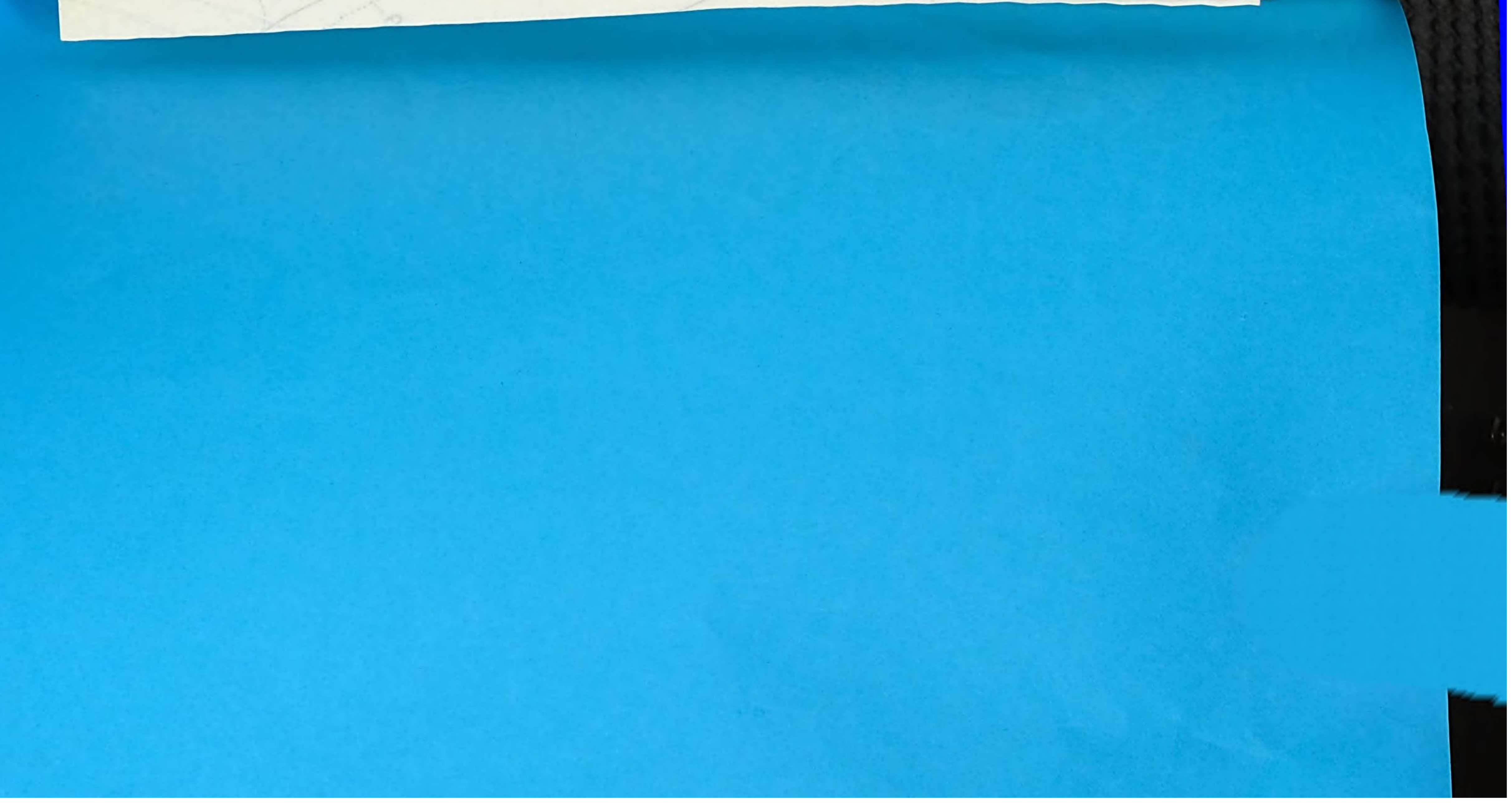
Recapitulating, I am of the opinion that Cape Lookout harbor of refuge needs, first, dikes and sand fences; * * * second, a small light-house, to be erected on Wreck Point; and third, a complete survey, at an estimated cost of $500, for obtaining data for a thorough study of the place.

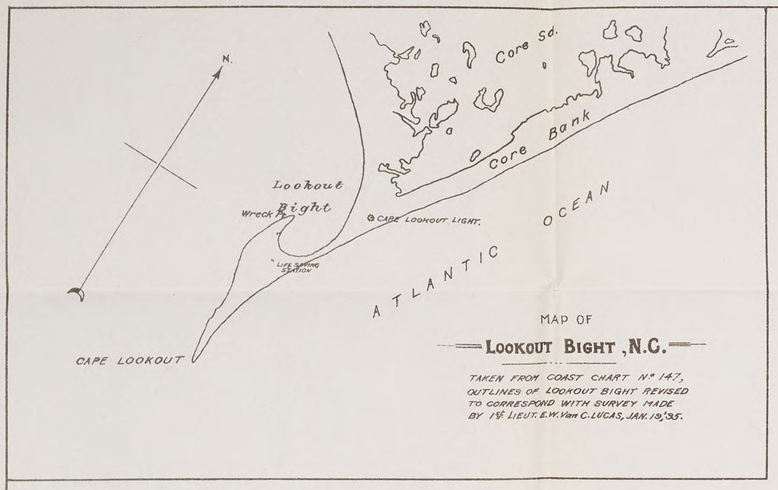
Nature has already done a great deal to form a valuable harbor of refuge at this point of a very dangerous coast, and it appears to me that its present condition is particularly favorable for taking the preliminary steps toward the construction there of a harbor of refuge capable of sheltering the largest vessels. Such a harbor would, if built, be of the utmost value to the commerce of the United States between Cape Henry and the Gulf of Mexico.

Respectfully,

E. W. VAN C. LUCAS,
First Lieut. of Engineers.

Maj. W. S. STANTON,
Corps of Engineers, U. S. A.

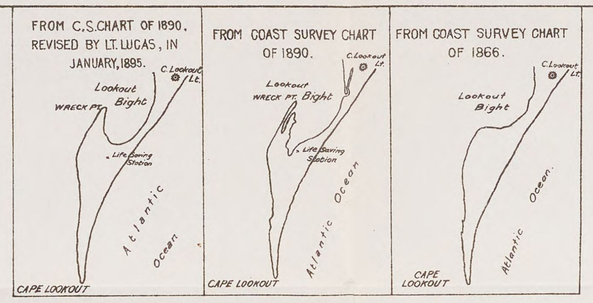




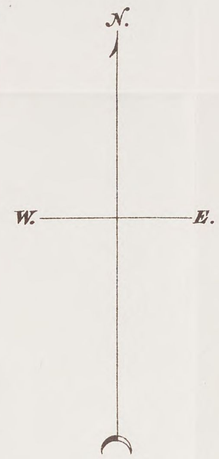
MAP OF

LOOKOUT BIGHT, N.C.

TAKEN FROM COAST CHART N° 147, OUTLINES OF LOOKOUT BIGHT REVISED TO CORRESPOND WITH SURVEY MADE BY 1ST LIEUT. E.W. Van C. LUCAS, JAN. 19, '95.



☼ CAPE LOOKOUT LIGHT

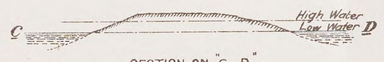




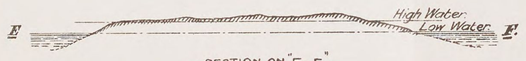
ATLANTIC OCEAN

SECTIONS.

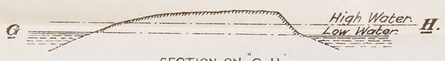
Scales: 500' = 1" Horizontal.
30' = 1" Vertical.



- SECTION ON "C-D." -



- SECTION ON "E-F." -



- SECTION ON "G-H." -

MAP OF

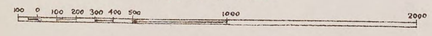
CAPE LOOKOUT HARBOR OF REFUGE

KNOWN AS

LOOKOUT BIGHT

From compass and stadia survey made under direction of Major W.S. Stanton, Corps of Engrs., U.S.A., by First Lieutenant E.W. Van C. Lucas, Corps of Engrs., U.S.A.
January 19, 1895.

~ Scale of Feet. ~



Plotted and drawn by Saunders.

Transmitted to the Chief of Engineers, with report of this date.
W.S. Stanton
Major, Corps of Engineers, U.S.A.

U.S. Engineer Office,
Wilmington, N.C.
February 12, 1895.

- NOTE -

HIGH WATER LINE ——
LOW WATER LINE ·····
GULLIES - - - - -

H Ex 319 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 320.

SURVEY OF MOUTH OF CRANES CREEK, VIRGINIA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of the mouth of Cranes Creek, Virginia.

FEBRUARY 18, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 15, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 14, 1895, together with a copy of a report from Maj. Chas. E. L. B. Davis, Corps of Engineers, dated February 11, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of mouth of Cranes Creek, Virginia, a tidal estuary of Great Wicomico River.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 14, 1895.

SIR: I have the honor to submit the accompanying copy of report of February 11, 1895, with map, by Maj. Chas. E. L. B. Davis, Corps of Engineers, of the results of a survey of mouth of Cranes Creek, Virginia, a tidal estuary of Great Wicomico River, made to comply with provisions of section 12 of the river and harbor act of August 17, 1894.

Major Davis submits plan for improvement by dredging a channel 9 feet deep and 150 feet wide through Bussels Point, substantially where there was 10 feet of water in 1869, which, together with needed protecting jetties, is estimated to cost $56,040, the dredged material to be deposited so as to close the present mouth. He also submits an

alternative plan of improvement which contemplates utilizing the existing deep water at the present mouth of the creek and dredging a channel on a southeasterly line to connect with the natural channel on the outside of Bussels Point, the dredged channel to be continued through the bar on the inside. This improvement is estimated to cost $29,160.

Major Davis states as follows:

At present there is no trade in the creek. The people on its north shore are fairly well served in the matter of freight shipments by the proximity of Great Wicomico River, but those on the south side would be much benefited by the improvement. Judging from the shipments from the Great Wicomico and other localities, it is thought that 2,500 tons of freight would be a liberal estimate for this place. The cost of the improvement would be more than the limited interests involved would justify, and the work is therefore not recommended.

Col. William P. Craighill, Corps of Engineers, division engineer, in forwarding the report of Major Davis, remarks that—

It seems clear that this is not a case justifying the expenditure of money from the Treasury of the United States. The improvement is therefore not recommended.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF MOUTH OF CRANES CREEK, VIRGINIA.

UNITED STATES ENGINEER OFFICE,
Washington, D. C., February 11, 1895.

GENERAL: In compliance with the instructions contained in Department letter of September 1, 1894, I have the honor to submit the following report of a survey of the "mouth of Cranes Creek, Virginia, a tidal estuary of Great Wicomico River," made September 25 to October 4, 1894, to comply with the provisions of the river and habor act of August 17, 1894.

Cranes Creek is a tidal estuary of Great Wicomico River, Virginia, which it enters on the right about 2½ miles above the mouth, on the west side of Chesapeake Bay. This lower part of the great Wicomico is really a wide bay, and the mouth of Cranes Creek is so located as to be exposed to the full force of east to southeast storms on Chesapeake Bay. The mouth of the creek is practically closed to navigation by a sand bar, which lies within the Great Wicomico River, over which but 2.7 feet can be carried at low tide. After crossing this bar a depth of from 10 to 11 feet is found just within the mouth of the creek. About 600 feet inside the mouth another bar is met, which appears to have been gradually encroaching on the natural channel until the width has diminished to about 30 feet, the ruling depth being 9.7 feet. Three hundred feet above this point, however, a broad channel is found with a depth of from 10 to 13 feet. Thence to the head of the creek, about 1 mile above the mouth, the depth ranges from 8 to 10 feet, the former being the ruling depth. The width of the stream varies from 600 to 1,500 feet. At the head of the creek two prongs unite to form the main stream. The southerly and more important, known as Baileys Prong, has depths ranging from 8 to 7 feet, diminishing to 6.3 feet at its upper end. The creek lies entirely within Northumberland County. The

banks are about 6 feet above low tide, and about two-thirds of the shore are wooded. The remaining area is occupied by farms.

The survey extended over the bar ouside the mouth and about 1,800 feet from the shore, and for a distance of about 2,000 feet within the creek, in order to develop the hydrographic contours of the lower part of the stream and permit the determination of the most practicable course for a new channel. A base line 900 feet long was measured on the projecting point on the right of the mouth, which for convenience of reference will be called Bussels Point, from the name of the owner of the adjoining farm. The ends of the base line were carefully marked by cedar plugs, referenced to trees or other marks. The shore lines were then located and a tide gauge established on a small wharf within the creek and near Station B of the base line. Owing to the limited time occupied by the survey and to a severe storm which prevailed at the time, an accurate determination of the low-tide plane could not be made. A datum was therefore assumed from marks along the shore and information derived from residents familiar with the creek, which is believed to be sufficiently correct for all practical purposes. A bench mark was established on a cedar tree about 90 feet south of Mr. I. N. Bussels' wharf. This tree has a notch cut and a copper nail driven in the same, which nail is 4.14 feet above the assumed plane of low tide. The letters B. M. are outlined with tacks above the bench mark.

Sounding stations were set out on both sides of the bar at intervals of 300 feet and lines of time soundings taken between opposite stations. Borings were also taken at intervals on the outer bar and the material found to be chiefly sand with some mud and in one instance yellow clay.

Floats were set out on the outside of the mouth on flood tide, but they did not enter the creek but passed up the shore of the Great Wicomico. Floats were also set out inside the creek on ebb tide, but they moved northward and did not pass out of the creek. These observations show a very feeble flow of the tidal current in and out of the creek, but it is probable also that the storm already mentioned had produced some disturbance of the ordinary conditions of tidal flow. The results of the survey are shown upon the accompanying map.

From an examination of the map it will be observed that Bussels Point extends some 1,200 feet beyond the general line of the south shore of the creek, reducing the width at the mouth to 900 feet. Comparing this map with the Coast Survey map of 1869, it appears that the width at the mouth in 1869 was 1,700 feet, and that since that date Bussels Point has therefore built out 800 feet in a direction almost due north, completely closing the old channel out of the creek, so that where in 1869 there was from 9 to 10 feet of water at low tide, there is now, twenty-five years after, a beach some 200 feet wide, well above high tide and rapidly being covered with a growth of scrub pine. Bussels Point is also extending to the northwest, where a shoal has already made out into the stream from its present extremity about 700 feet beyond low mark, and has almost closed the natural channel in that part of the creek. This building-out process is still going on, the material for it being supplied by the erosion of the waves during southeasterly storms on the shore to the southward of Bussels Point. Here the bank is about 8 feet high, but so rapid has been the erosive action that it has been necessary to move the farm buildings back from the shore to prevent them from being undermined by the waves. The eroded material is taken up by the waves during southeasterly winds

and storms, carried along the shore, and deposited on Bussels Point. The flood tidal current probably aids in this work.

A further comparison of the surveys of 1869 and 1894 shows that where the 12-foot contour was about 2,000 feet from the general line of the shore in 1869 it is now about 400 feet, the wave action having eroded a new channel just south of the end of Bussels Point, which is fast approaching the shore, and seems likely to cut its way through the newly formed point.

The littoral movements of sand to the northward, which has caused the remarkable extension of Bussels Point, would, if unchecked, undoubtedly close the mouth of the creek, and this is fully evidenced, not only by the extension of the point itself, but by the shoaling of the natural channel beyond it, as well as by the slight tidal current now found at the entrance. But, on the other hand, the same forces, working on other lines, are tending to cut a channel through the new spit at substantially the place where there was 10 feet of water in 1869. These two natural tendencies might be utilized to some extent in the improvement by dredging a channel through Bussels Point at the nearest point of approach of the contours of the required depth and depositing the dredged material so as to close the present mouth, thus forcing all the tidal flow through the new channel. Such a channel would need protecting jetties at its outer end to prevent it from being closed by the littoral movement of sand, and it is not unlikely that the shore below Bussels Point would need to be protected. Another method of improvement would be to utilize the existing deep water at the mouth and dredge a channel on a southeasterly line to connect with the same natural channel on the outside of Bussels Point, the dredged channel to be continued through the bar on the inside. In view of the adverse conditions above noted, however, there is no promise of permanent results from any method of improvement except at an expense wholly disproportionate to the limited interests involved.

The steamer which plies between the Great Wicomico and Baltimore draws 7 feet of water, and it may be assumed that a channel 9 feet deep and 150 feet wide would accommodate not only this steamer but such sailing craft as might wish to enter the creek. The cost of such a channel on the lines first mentioned would be as follows:

PLAN A.

69,000 cubic yards dredging, at 30 cents	$20,700
North Jetty	17,800
South Jetty	8,200
	46,700
Contingencies, 20 per cent	9,340
Total	56,040

PLAN B.

The cost of a channel of the same dimensions dredged from the existing mouth of the creek would be as follows:

81,000 cubic yards dredging, at 30 cents	$24,300
Contingencies, 20 per cent	4,860
Total	29,160

The following estimate of the prospective trade of Cranes Creek if improved has been furnished by Mr. I. N. Bussels:

Arrivals and departures of vessels: One steamer, 2 arrivals and 2 departures weekly. Sail vessels drawing less than 10 feet, 8 arrivals and 8 departures per year.

Receipts and shipments of freight.

	Tons.
Coal	1,000
Farm produce	10,000
Grain	5,000
Lumber	5,000
General merchandise	5,000
Oysters	10,000
Railroad ties	5,000
Wood	10,000
Total	51,000

The tonnage by steamer from the highest wharf reached on the Great Wicomico River is reported by the steamboat company at 1,118 tons, and it hardly seems probable that Cranes Creek, which has a much smaller tributary area of country, will yield any more freight. The estimated shipment of oysters is put down at 10,000 tons, or about 357,000 bushels. As the total receipts of oysters at the city of Washington in 1894 were 428,118 bushels, the above amount is evidently greatly overestimated. The same remark applies to the estimate of shipments of grain, which is five-sixths of the entire production of the country.

At present there is no trade in the creek. The people on its north shore are fairly well served in the matter of freight shipments by the proximity of Great Wicomico River, but those on the south side would be much benefited by the improvement. Judging from the shipments from the Great Wicomico and other localities, it is thought that 2,500 tons of freight would be a liberal estimate for this place. The cost of the improvement would be more than the limited interests involved would justify, and the work is therefore not recommended.

An examination of this creek was made in 1891, and it was then reported as not worthy of improvement by the National Government. (See Report of the Chief of Engineers for 1891, part 2, p. 1289.)

Very respectfully, your obedient servant,

CHAS. E. L. B. DAVIS,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

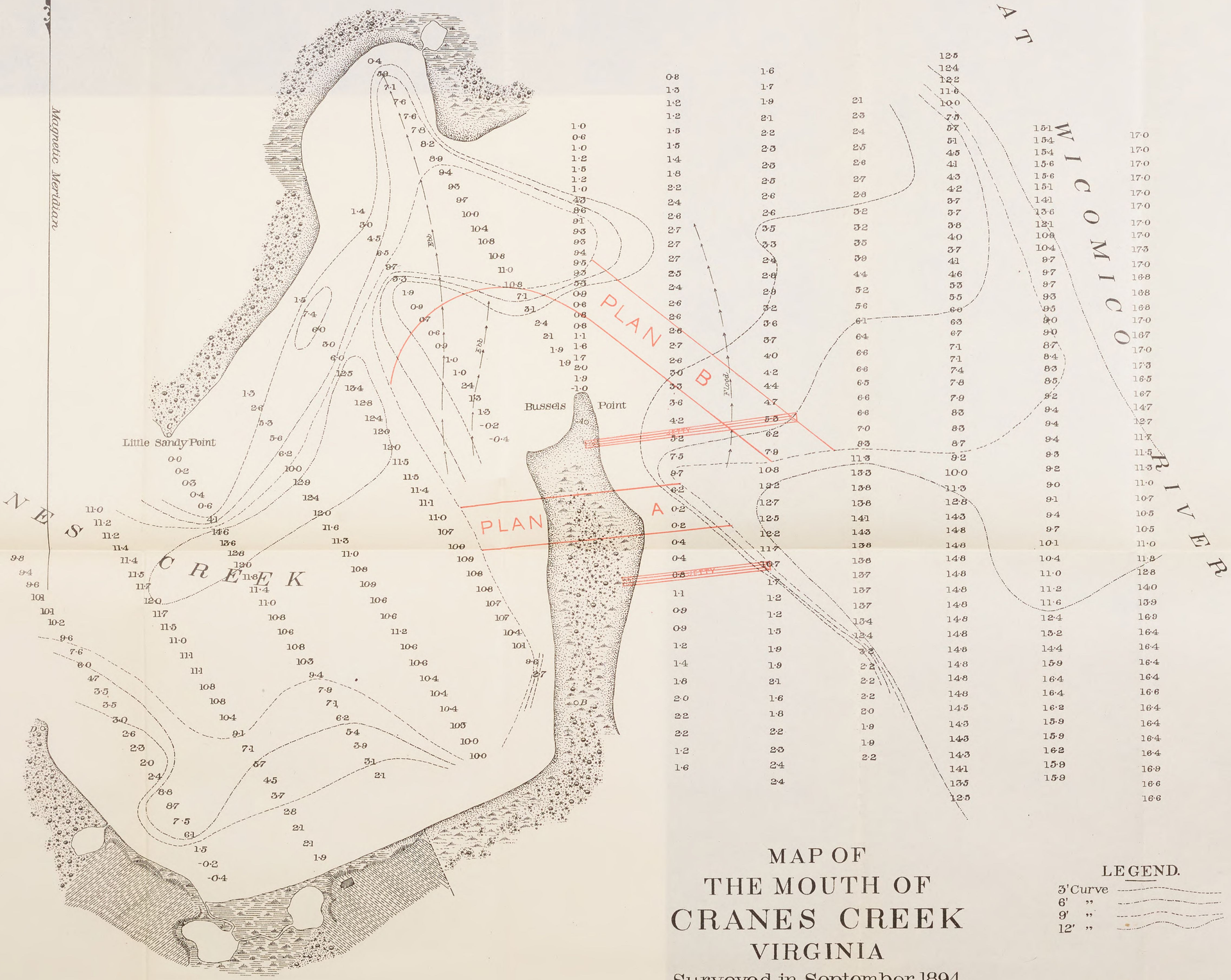
[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 12, 1895.

Respectfully submitted to the Chief of Engineers.

It seems clear that this is not a case justifying the expenditure of money from the Treasury of the United States. The improvement is therefore not recommended.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.



MAP OF THE MOUTH OF CRANES CREEK VIRGINIA

Surveyed in September 1894.

Scale 500' 1000 ft.

LEGEND.

3' Curve
6' "
9' "
12' "

To accompany Report of February 11, 1895.

Major, Corps of Engineers.

H Ex 320 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 321.

SURVEY OF HARBOR AT CAPE CANAVERAL, FLORIDA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of harbor at Cape Canaveral, Florida.

FEBRUARY 18, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 15, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 13, 1895, together with a copy of a report from Maj. Thomas H. Handbury, Corps of Engineers, dated February 11, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Canaveral Harbor, Florida.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 13, 1895.

SIR: I have the honor to submit the accompanying copy of report of February 11, 1895, with map, by Maj. Thos. H. Handbury, Corps of Engineers, of the results of a survey of Canaveral Harbor, Florida, made to comply with provisions of the river and harbor act of August 17, 1894.

Major Handbury states that there is no improvement worthy of the serious consideration of the General Government that can be made in this locality other than the construction of a breakwater to protect vessels from the violence of storms; and he estimates that a breakwater, $2\frac{1}{2}$ miles in length, located as shown on the accompanying map will cost $7,460,970.

He also submits a plan for protection of a smaller area which might accommodate 25 first-class vessels and 500 small coasting vessels, and estimates the cost of this structure at $4,091,010. Such a refuge, he remarks, considering the expense involved, would be very unsatisfactory.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF HARBOR AT CAPE CANAVERAL, FLORIDA.

UNITED STATES ENGINEER OFFICE,
St. Augustine, Fla., February 11, 1895.

GENERAL: I have the honor to submit the following report, with plans and estimate of cost, of a harbor improvement at Cape Canaveral, Florida, as contemplated by the river and harbor act of August 17, 1894.

Cape Canaveral lies upon the east coast of Florida, in latitude 28° 27′ 30″. Approaching it from the north, the general direction of the coast in its immediate vicinity is about S. 34° E., with a sudden indentation to the westward of about 10 miles. It is behind or under the lee of the land thus shaped that vessels can find shelter from storms coming from points of the compass ranging from south around by the west to the northwest. From the other points the anchorage is exposed. The highest point of the country in the vicinity will not exceed 12 feet above high water. The greatest width across the land lying between the ocean and Banana River, a wide, shallow body of water, connecting at both ends with the Indian River, is 4 miles. This is immediately at the cape. At points a few miles to the north and to the south this strip of land is less than a quarter of a mile in width. No rock is to be found in the vicinity. The beach is sand, composed principally of broken shells. A comparison of the original meandered lines of the Government survey of 1859, on the south side of the cape, with the high-water line, as determined by a survey made in 1890, shows that accretion has been going on here at an average yearly rate of about 30 feet.

Extending from the cape in a southeasterly direction for a distance of 5 nautical miles there is a wide, sandy shoal, having a depth of from 5 to 15 feet of water upon it. Similar shoals are observed extending into the sea from all projecting points along the eastern coast of the United States from Cape Hatteras southward. This shoal to a certain extent breaks the force of heavy seas coming from an easterly or northeasterly direction. Within a radius of 12 miles from Cape Canaveral, and to the northward of it, there are several shoals having less than 18 feet of water upon them. These make the approaches from that direction at times exceedingly hazardous. They all fall, however, within the 10-fathom curve bordering the coast. Approaching the cape from the southward, there are no obstructions whatever.

Immediately to the south of the new position of the Cape Canaveral light tower the 18-foot curve is found at 1 mile from the shore. It approaches to one-fourth of a mile as we go to the westward, and then follows parallel to the shore at about that distance from it as we go southward. The bottom of the ocean in this vicinity has a gentle slope

to the seaward. In the first mile from the shore this slope is at the rate of about 1 foot in 200 feet; beyond this the slope for several miles is approximately 1 foot to 1,000 feet. The 30-foot curve in the vicinity is about 1½ miles off shore. From the best information at present available, which is the evidence of vessels having been anchored under the lee of the cape and ridden out gales, we are to infer that the holding ground is good. Reference is here invited to Coast Survey chart No. 161, Cape Canaveral, Florida.

The currents in the immediate vicinity of Cape Canaveral depend largely upon the force and direction of the wind. The ordinary inner limit of the Gulf Stream is about 25 miles off shore. With a strong easterly or southeasterly wind this limit approaches much nearer the coast, at which time the currents set strongly across the shoals.

The tides are greatly affected by the force and direction of the wind, the rise and fall being generally between 4 and 6 feet.

The conformation of the land in the vicinity of Cape Canaveral will protect vessels anchored immediately to the south of it from all storms excepting those coming from points ranging from northeast around to the south. The most severe storms coming from these unprotected directions are those from the southeast. This point is within the limits traversed by cyclonic storms during certain seasons of the year.

There is no improvement worthy of the serious consideration of the General Government that can be made in this locality other than the construction of a breakwater to protect vessels from the violence of these storms. If such a structure is to be built it should be of sufficient extent and so located as to provide anchorage for and protection to all classes of either merchant or naval vessels that may have occasion to seek its shelter. To accommodate deep-draft vessels a portion of the area protected should have at least 30 feet depth at low water. The adjacent shore should, as far as practicable, be under its protection.

The locality is unfortunately poorly adapted to the fulfillment of these two conditions, except at very great expense. The gentle slope of the bottom of the ocean and the shallow water off shore make it necessary to go out at least 1½ miles for a location for the outer arm of the protecting breakwater. Giving this a direction perpendicular to the southeast storms and making it 1 mile in length, the opening between its east end and the shore must be closed by suitable lines to obstruct the storms coming from the east and northeasterly directions. The length of these lines will be at least 1½ miles, making the total length of the breakwater to be provided about 2½ miles. The opening at the west end is partially protected by the conformation of the shore in that direction. The east end of the breakwater should be placed in about 18 feet of water and an opening left between that and the shore to permit of the passage of small coasting vessels drawing not over 15 feet. The west end should be found in water over 30 feet in depth. The larger deep-draft vessels would find it necessary to enter and leave the shelter of the work by this end. The outline of such a structure is shown upon the map forwarded herewith.

Assuming that the area protected is limited by the 18-foot curve, the breakwater, and a line drawn perpendicular to this from its western end, the space inclosed will be 1,330 acres. There is within this inclosure between the 24-foot curve and the breakwater 780 acres. In this last-mentioned space 120 merchant vessels of the first class could ride safely at anchor during any storm. The larger area would provide safety for fully 1,000 of the smaller coasting vessels. To give ample room to large first-class war vessels to ride out severe storms while at

anchor, it is claimed that from 30 to 40 acres are necessary for each one. If such is the case there would be room behind these lines for only 20 such vessels.

The location of the lines of the breakwater seems to be the most judicious that can be made for this locality, yet it is not entirely satisfactory, particularly as regards the protection afforded the shore. The wharves and docks built here would at times be exposed to heavy swells coming up along the shore from the southward. It might be found necessary to construct auxiliary works to protect these.

For the purposes of estimate, the material of the breakwater will be assumed to be rock throughout, and the cross section of the form which experience has demonstrated that this material will assume or can be made to remain at rest at, under the various conditions to which it is subjected. A portion of this breakwater will be subjected to the full force of the southeast swells coming unobstructed from that direction. The portion which is exposed directly to the eastern storms will receive the force of the waves somewhat broken in their passage over the shoals that extend out in a southeast direction from the cape.

Experience has shown that under conditions of exposure similar to those that pertain in this locality, the storm waves will go over the top of a breakwater at a height of from 8 to 10 feet above extreme high tide. A thickness of 20 feet at top is deemed sufficient where the top rocks of the structure are heavy and laid so as to offer the least resistance to waves rolling over them. The inshore slope of the typical storm settled stone breakwater is practically 1 on 1 from top to bottom. The seaward slope is 1 on 1 from the top to the level of low water; from thence it is 1 on 2 to a point 15 feet below low water, where the effects of storm waves upon the material is assumed to be nothing; thence to the bottom the slope is 1 on 1. A cross section of this form for a depth of water 31 feet with the top of the breakwater 16 feet above low water will have a base of 129 feet and an area of 385 square yards. This may be divided into two portions, a substructure and a superstructure. Arranged as indicated upon the accompanying drawings, the superstructure will have a cross-section area of about 100 square yards, and the substructure an area of 285 square yards. In the substructure any kind of rock that can be cheaply obtained and that will serve as a base for large heavy rocks that will be required for the superstructure may be used. There is no material of any kind suitable for this work in the immediate vicinity of Cape Canaveral. The coral rock found on the keys bordering the lower end of the Florida peninsula, and upon the mainland might be used for this purpose. The superstructure, which is exposed to the full force of the storm waves, must be composed of large heavy masses weighing from 6 tons upward. This material must be brought by water transportation from some part of the northeastern coast of the United States.

If we suppose granite weighing 167 pounds to the cubic foot to be used in the superstructure, and allow voids to the extent of 30 per cent, there will be required 52.5 tons for each linear foot of breakwater. Estimating the rock to be used in the substructure to weigh 130 pounds per cubic foot, and allowing 30 per cent for voids, in a depth of water 30 feet, there will be required 117 tons per linear foot of breakwater. In a depth of 27 feet the cross section of the substructure will be 230 square yards, and amount required per linear foot will be 94 tons. In a depth of 21 feet the cross section will be 153 yards, and the amount required per linear foot 36 tons.

Recent experience in the purchase of rock for river and harbor

improvements in this and adjoining districts would seem to indicate that $5 per ton for large, heavy, first-class rock, and $2.50 for the inferior qualities in place upon the breakwater, would be reasonable estimates.

The breakwater, as located upon the map submitted, is 2½ miles in length. One mile of this is in water 31 feet deep, 1 mile in water averaging 27 feet, and one-half mile in water averaging 21 feet.

With the above data the estimate of the cost of this work will be—

1 mile, at $555 per linear foot	$2,930,400
1 mile, at $497.50 per linear foot	2,626,800
½ mile, at $352.50 per linear foot	930,600
	6,487,800
Add 15 per cent for contingencies	973,170
Total	**7,460,970**

By omitting the outer section of the breakwater entirely and swinging the outer end of the middle section inshore about one-half mile, as indicated by the broken line on the plan, we have an area of about 170 acres, on which there is a least depth of 24 feet, and 530 acres on which the least depth is 18 feet. The smaller area might accommodate 25 first-class vessels during a storm and the larger 500 small coasting vessels. Estimated upon the same basis as the foregoing the cost of this would be $4,091,010. Such a refuge, considering the expense involved, would be very unsatisfactory.

For the anchorage area protected the length of breakwater necessary in either case is very great. This results from the gentle slope of the bottom of the ocean to the south and eastward of the cape. If there were deep water close up under the land the problem would then be very much simplified. Small vessels only of very light draft could lie here in from 10 to 14 feet of water.

In view of the very great expense that it will be necessary to incur in order to provide even a limited harbor in this locality it will be well, before committing the Government to any work, to examine carefully into the necessities of the commerce and transportation of the vicinity and see if these will warrant the expenditure at this time of a large amount. It will be admitted that were there a safe and commodious natural harbor in this vicinity, or farther down the coast upon the main land, it would be of immense value to the commerce of all this inland and Gulf region and a great factor in the defense of these waters from a maritime enemy; but not being there, are the necessities so urgent as to warrant the construction of an inferior artificial one at so great a cost?

The distance measured on the charts in a straight line from Cape Hatteras to Cape Florida is 600 nautical miles. Measured around the shore on the line usually taken by vessels stopping at ports along the coast, this distance is 700 miles. The straight-line course is the one usually taken by vessels going direct from the northern ports to the West India Islands or Gulf ports, or if they be sailing vessels they may go farther east and pass through the Windward Passage or Mona Pass. Coasters that have business in the ports of the Southern States will keep in along the general line of the coast. The straight-line course from Hatteras to Cape Florida will throw vessels going south to the eastward of the Gulf Stream, but will cross it twice. The shortest distance from this line to Cape Canaveral is 80 miles; to Brunswick or Fernandina, 180 miles; to Port Royal, 170 miles; to Charleston, 140 miles. All vessels going northward keep out as far as practicable to take advantage of the current of the Gulf Stream.

If it be deemed necessary to provide a harbor of refuge in these extreme southeastern waters to which deep-draft vessels can resort in stormy weather, then Cape Canaveral is perhaps as favorably located and has as many advantages as any other point that might be selected. Vessels of this class bound upon distant voyages usually prefer the open sea in stormy weather, unless the place of refuge be near at hand and easy of access. For the small coasting vessels trading between the islands and our ports, a harbor at Cape Canaveral would be a great convenience at all times.

During the preparation of this report an effort was made to collect statistical data showing the extent of the desire on the part of those interested in ocean navigation in the vicinity for a harbor of refuge at this point, and the amount of commerce to be benefited thereby. A letter in the following terms was prepared:

The river and harbor act which became a law August 17, 1894, directs the Secretary of War, at his discretion, to cause a survey to be made and the cost of improvement to be estimated at a number of places throughout the United States, among which is "Canaveral Harbor," Florida. The duty of preparing the plans and estimate for this improvement has been assigned to me.

By "Canaveral Harbor" is here meant Cape Canaveral, Florida, under the lee of which small vessels often anchor to ride out gales coming from any direction, from the northeast around by west to the southwest. To storms coming from all other points this roadstead is open and exposed.

The location of Cape Canaveral, considered in reference to our West Indian, Gulf, and Central American commerce, and to the violent storms which often sweep over the tract of this commerce in that vicinity, is an exceedingly important one, and a point at which a harbor of refuge is particularly desirable. The improvement that should be projected for this locality should evidently be such as will provide for the safety of vessels of all classes, and will necessarily be an expensive undertaking.

In submitting plans and estimates for improvements of this character, especially where the amount to be appropriated for carrying them out is large, it is expected that they be accompanied by such statistical data and other information as will convince the Members of Congress that the proposed work is a national necessity, and of sufficient importance to warrant the expenditure of the amount of the estimate.

With the view of collating all available data bearing upon the propriety of the Government entering upon this enterprise at the present time, I have to request of you a statement of the number of vessels of your line that passed anywhere within a reasonable distance of this point during the last calendar year, their tonnage, the amount of freight carried, and its estimated approximate value; also the number of passengers. Inasmuch as the Government is not yet committed to this work, but only has it in contemplation, your views generally upon the propriety of constructing a breakwater under Cape Canaveral, together with the extent to which the commerce in which you are engaged will be benefited thereby, will be thankfully received.

Copies of this were addressed to fourteen prominent transportation companies whose vessels, it was supposed, would be benefited by the improvement. Replies were received from five of these; three reported briefly to the effect that their vessels passed so far to the eastward of Cape Canaveral that they were not in position to furnish data that would be serviceable to the Government. One merely reported the names and tonnage of the vessels of their line plying between New York and Havana, with a vague estimate of the value of cargo, without remark as to whether the proposed work would be beneficial to their interests or not, and the fifth, from the Mallory Company, gave definite information as to the tonnage and value of freight in their ships passing near Cape Canaveral. This also states that their captains say that the breakwater would be of great value. The nine other companies written to made no reply. It must be acknowledged that this information is very meager and it is made to appear from it that one class of individuals, for whose benefit this work is proposed, take an astonishingly small amount of interest in the matter. It would

seem that the strongest efforts to induce the Government to undertake this work should come from the sea side of the cape.

From data furnished by Thomas S. Eells, underwriters' agent at Jacksonville, Fla., it appears that the value of property reported lost on account of marine disasters on the coast of Florida, between Fernandina and Cape Florida, from 1865 to the present time, was $3,485,768. Number of vessels lost, 95, and number of lives, 114. Of this, property to the amount of $1,732,800 was lost near Cape Canaveral—that is, between Mosquito Inlet, 40 miles north, and Cape Florida, 150 south; 34 vessels were lost here, and 96 lives.

Should a harbor of refuge be provided at Cape Canaveral it would undoubtedly be taken advantage of for commercial purposes. Docks and shipping facilities would be erected along the protected shore and a city of considerable importance would eventually grow up in the immediate vicinity. It is easily accessible by rail, and on account of its central position a large proportion of the products of Florida would be shipped from here to market in different parts of the world. Especially would this be the case with the phosphate and other heavy products.

In the event of war with a maritime power it would be of very great value to our own vessels operating in the West Indies, in that it would give them a base of supplies near the field of operations that would be accessible by rail from the main land. At the present time there are practically no permanent improvements of any kind in the immediate vicinity of Cape Canaveral, excepting those pertaining or dependent upon the Government light station at that point. The ground is generally in a state of nature. No visible efforts by parties having the necessary means are being made for diverting the trade and commerce of this part of Florida from their present lines to this point. If such efforts are in contemplation the work will doubtless remain in abeyance until it is determined what the General Government proposes to do at this point. It is exceedingly doubtful if the present commerce of this portion of the State, with all its prospective increase, is of sufficient national importance to warrant the Government in expending so large an amount of money as that which appears to be necessary to procure a protected harbor at this point. If the work be undertaken it must be because of the commercial necessity for a harbor of refuge in the vicinity and the advantages which the position affords as a strategic point in time of war with a maritime power. In this case a large and commodious harbor will be required.

To construct the breakwater which will fulfill these conditions in the most economical manner possible, funds should be available for pushing the work rapidly from the moment of its commencement to that of its completion. If constructed in accordance with the plans herein proposed a protection to shipping would soonest be attained by commencing at the angle of the two outer faces and building along these. After about a quarter of a mile of each had been constructed a limited area would be protected, which would be available for anchorage. Before even this advantage could be obtained it would be necessary to expend at least $1,500,000. If the needs of the commerce were such as to require a rapid extension, economical considerations in construction would demand yearly appropriations of about this amount. At this rate of expenditure the work would be about five years in the process of construction.

The first appropriation for the Delaware breakwater, which is the most important work of this kind yet undertaken by our Government, was made in 1822, seventy-three years ago. The aggregate of the

appropriations made for this work to date is $2,728,353, and it is still in need of $270,000 for its completion. If this great work, which is infinitely more important in all its relations to commerce and the national prosperity than a like structure at Cape Canaveral can be, is not able to obtain appropriations which will insure its completion within three quarters of a century, it can not be expected that the latter breakwater will be appropriated for at a greater rate, which will require two hundred years for its completion.

Very respectfully, your obedient servant,

THOS. H. HANDBURY,
Major, Corps of Engineers.

Brig. Gen. THOMAS L CASEY,
Chief of Engineers, U. S. A.

80/38.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 322.

SURVEY OF NORTH EAST (CAPE FEAR) RIVER, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of North East River, North Carolina.

FEBRUARY 18, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 15, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 14, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated February 7, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of North East (Cape Fear) River, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 14, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated the 7th instant, with map, by Maj. W. S. Stanton, Corps of Engineers, of the results of a survey of North East (Cape Fear) River, North Carolina, from the old County Ferry to Juniper Swamp, or Creek, a point about 1 mile north of Hilton railroad bridge, with a view to obtaining an increased depth of channel, made to comply with the requirements of the river and harbor act of August 17, 1894.

Major Stanton states that the proprietors of the fertilizer factory and of the sawmill on the west bank, about 4,200 feet and 5,400 feet, respectively, above the railroad bridge, desire the channel for a width of 100 feet

dredged so that at mean low water vessels can draw 17 feet up to the factory wharf and 16 feet thence to the sawmill wharf; and he estimates that to dredge a channel to permit such drafts will require the excavation of 50,000 cubic yards of mud and sand, at an estimated cost of $10,000.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF NORTH EAST (CAPE FEAR) RIVER, NORTH CAROLINA, FROM THE OLD COUNTY FERRY TO JUNIPER SWAMP OR CREEK, A POINT ABOUT 1 MILE NORTH OF HILTOH RAILROAD BRIDGE, WITH A VIEW TO OBTAINING AN INCREASED DEPTH OF CHANNEL.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., February 7, 1895.

GENERAL: In compliance with instructions of September 5 from your office, charging me under a provision of the river and harbor act of August 17, 1894, with the survey and an estimate of the cost of improvement of "North East (Cape Fear) River," North Carolina, "from the old County Ferry to Juniper Swamp or Creek, a point about 1 mile north of Hilton railroad bridge, with a view to obtaining an increased depth of channel," I have the honor to submit the following report:

Hilton railroad bridge is 1⅓ miles above the confluence of the North East (Cape Fear) River with the main Cape Fear River at Wilmington. There is an ample channel not less than 20 feet deep at mean low water from the confluence up to a point about 1,000 feet above (north of) the railroad bridge, where the channel heads upon a shoal, about 4,500 feet long, from the 18-foot contour at the head of the channel, about 1,200 feet above the bridge, to the 18-foot contour in a deep pocket above the shoal. Across this shoal, in alignment with the deep channels below and above it, the least depth is 7 feet at mean low water; but in a narrow channel diverging at the railroad bridge and closely following the west (concave) bank, the least depth in passing the shoal is 9 feet at mean low water.

On the west bank, about 4,200 feet above the railroad bridge, there is a fertilizer factory, and about 1,200 feet above the factory and on the same bank there is a sawmill. At mean low water the least depth up to the factory is 15 feet and thence to the sawmill 12 feet, which depths are increased by the tide at mean high water to 17½ feet and 14½ feet, respectively.

The proprietors of the factory and of the sawmill desire the channel for a width of 100 feet dredged so that at mean low water vessels can draw 17 feet up to the wharf of the factory and 16 feet thence to the wharf of the sawmill.

To permit such drafts, the dredging of a channel 100 feet wide and 18 feet deep at mean low water up to the factory and 17 feet deep at the same stage thence to the sawmill wharf, is estimated to require 50,000 cubic yards of excavation of mud and sand, at an estimated cost of $10,000.

The area where dredging is desired is shown by the shading on the inclosed chart from a survey made in May, 1891, and revised in August, 1893, which, the changes, if any, being so slight, is sufficiently accurate for the required estimate.

Above this locality, on that part of the river navigable by other than very light-draft boats, the only points where there are any other than the most insignificant commercial interests, are at Castle Hayne, the crossing of the Wilmington and Weldon Railroad, about 27 miles by river above Wilmington, where there is a fertilizer factory and a saw-mill, and at Rocky Point, 35 miles above Wilmington, where there is a stone quarry and phosphate rock, and where some fertilizer is manufactured.

After passing the shoal just above Hilton railroad bridge, where the dredging is desired, only 11½ feet can be carried over intervening shoals to Castle Hayne, and only 7½ feet thence to Rocky Point. The factory and mill at Castle Hayne ship their products by the railroad.

The obtaining over the shoal next above Hilton railroad bridge of a greater depth than 11½ feet at mean low water, which depth is less than can already be carried to the wharves of the fertilizer factory and saw-mill in the locality of that shoal, would be of apparent benefit only to the proprietors of that factory and of that mill, who desire the improvement in order that materials for fertilizers may be carried from foreign ports to the wharf of the factory in vessels of the full draft that ca ascend the Cape Fear River to Wilmington, and that vessels of a greater draft can reach the sawmill wharf. As already stated, the depth now to the factory wharf is 15 feet at low and 17½ feet at high water, and the depth to the sawmill wharf 12 feet at low and 14½ feet at high water.

The proprietors of the factory state that they receive by water about 20,000 tons of materials and ship by water about 5,000 tons of product annually, and the proprietors of the sawmill state that its annual output is about 9,000,000 feet of lumber, weighing about 13,500 tons.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

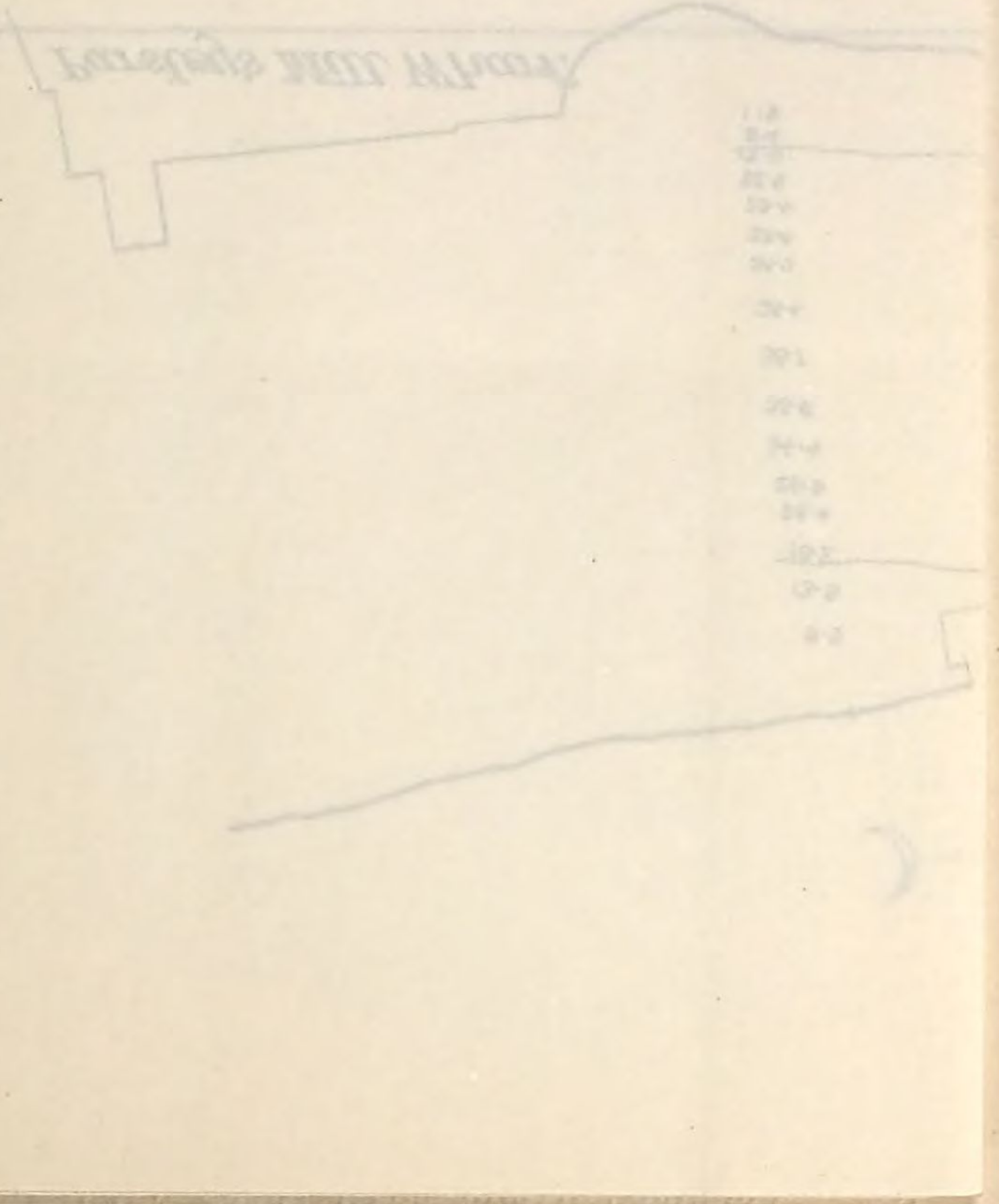


TE OLD COUNTY FERRY &
' ABOUT ONE MILE NORTH

From Survey of May, 1891,
as revised by him in Au

0' 100' 200' 300' — Scale.

2 53 3



53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 323.

SURVEY OF NANTICOKE RIVER, DELAWARE.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

With letter of the Chief of Engineers, report of a survey of Nanticoke River, Delaware.

FEBRUARY 18, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 15, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 14, 1895, together with a copy of a report from William F. Smith (United States agent), major, Corps of Engineers (retired), dated February 7, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Nanticoke River, Delaware.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 14, 1895.

SIR: I have the honor to submit the accompanying copy of report dated February 7, 1895, with map, by William F. Smith, United States agent, major of Engineers, U. S. A., retired, of the results of survey of Nanticoke River, in Delaware, provided for by the river and harbor act of August 17, 1894.

The project recommended by Major Smith is for a 9-foot channel 100 feet wide, the width to be increased to 150 feet at sharp turns, and the channel to be made fan-shaped at the upper end near the county bridge at Seaford, to give more room for vessels turning round.

The estimated cost of this improvement is $13,000.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF NANTICOKE RIVER, IN DELAWARE.

UNITED STATES ENGINEER OFFICE,
Wilmington, Del., February 7, 1895.

GENERAL: I have the honor to report that in compliance with instructions contained in Department letter of September 1, 1894, and under the provisions of section 12 of the river and harbor act of August 17, 1894, a survey has been made of the Nanticoke River, in Delaware, and inclose herewith a report thereon by Mr. A. Stierle, assistant engineer, which is approved by me.

The project recommended by me is for a 9-foot channel 100 feet wide, and 150 feet wide at sharp turns in the channel, the improvement to be extended to within 100 feet of the county bridge, where the channel is to widen fan shape, to give more room for vessels turning around. The estimated cost is $13,000.

A tracing of the map of the survey is forwarded herewith.

Very respectfully, your obedient servant,

WM. F. SMITH,
United States Agent.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 12, 1895.

Respectfully submitted to the Chief of Engineers, and recommended for approval.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

REPORT OF MR. A. STIERLE, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Wilmington, Del., February 2, 1895.

SIR: I have the honor to submit herewith a report upon the survey of Nanticoke River, in Delaware, and a project for the improvement of the same.

The survey was made with commendable diligence by Mr. Shirley Carter between December 22, 1894, and January 12, 1895, and extended from the county bridge at Seaford, Del., to the Maryland State line, a distance of 9¾ miles. From the county bridge to a point above Cannons Ferry, a distance of 18,000 feet, a continuous triangulation was made and the hydrography filled in subsequently with two transits by the method of intersection. Below Cannons Ferry, the river becoming wider and the channel deeper, the shore was located with the stadia, and only when the soundings taken simultaneously in the channel indicated a shoaling a detailed survey of the shoals encountered was made.

The tide was observed at Seaford during the progress of the survey; also at Woodland Wharf (Cannons Ferry) and Prickly Pear Island, below the mouth of Broad Creek, for a few days only. The rise and fall of the tide at Seaford was determined from 18 low-water and 16 high-water readings, and was found to be 3.4 feet upon an average. Very little difference was found to exist in the features of the tide for points below Seaford, and the results were adopted as practically the same for all the shoals surveyed.

A project and estimate is herewith submitted for a channel 9 feet deep at mean low water and 100 feet wide, the width to be increased to about 150 feet at sharp turns of the channel, and the improvements to be extended to within 100 feet of the county bridge, where the proposed channel is to widen out fan shape, to give more room for vessels turning around.

The amount of material to be removed at various places to make a continuous channel as indicated is as follows:

	Cu. yds.
1. Shoal below the mouth of Broad Creek	5,925
2. From Cannons Ferry to the railroad bridge at Seaford	44,070
3. Between railroad bridge and county bridge at Seaford	17,305
	67,300
Add 10 per cent for filling in	6,730
Total	74,030

Considering the sheltered locality where the improvements are to be made, and the comparatively soft material to be removed, it is not probable that the price to be paid for the dredging will exceed 17 or 18 cents per cubic yard. Estimating the above quantity at that price, the total cost of the improvements will be $13,000.

Very respectfully, your obedient servant,

A. STIERLE, *Assistant Engineer.*

Gen. WM. F. SMITH.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 324.

EXPENDITURES COAST AND GEODETIC SURVEY, 1894

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A detailed statement of the expenditures of the Coast and Geodetic Survey for the fiscal year ended June 30, 1894.

FEBRUARY 19, 1895.—Referred to the Committee on Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 18, 1895.

SIR: In compliance with section 264 of the Revised Statutes of the United States I have the honor to transmit herewith a statement of expenditures in the United States Coast and Geodetic Survey for the fiscal year ended June 30, 1894.

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

Hon. CHARLES F. CRISP,
Speaker of the House of Representatives.

STATEMENT OF THE EXPENDITURES OF THE UNITED STATES COAST AND GEODETIC SURVEY FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

[Prepared pursuant to act approved March 3, 1853.]

Salaries—Pay of field officers.

To whom paid.	Time employed.	Amount.
Superintendent.		
Thomas C. Mendenhall	One year	$6,000.00
Assistants.		
Charles A. Schott	One year	4,000.00
George Davidson	do	4,000.00
Benjamin A. Colonna	do	3,600.00
Augustus F. Rodgers	do	3,200.00
George A. Fairfield	do	3,000.00
Alonzo T. Mosman	do	3,000.00
William H. Dennis	do	2,966.40
John W. Donn	do	2,800.00
William Eimbeck	do	2,766.20
Herbert G. Ogden	do	2,600.00
Otto H. Tittmann	do	2,566.40
Henry L. Whiting	do	2,400.00
Edward Goodfellow	do	2,400.00
John J. Gilbert	do	2,400.00
Henry L. Marindin	do	2,400.00
Andrew Braid	do	2,366.20
James S. Lawson	Four months seven days	847.85
Richard M. Bache	One year	2,200.00
Charles H. Boyd	do	2,200.00
Frank Walley Perkins	do	2,200.00
Frank D. Granger	do	1,714.13
Gershom Bradford	do	2,000.00
Spencer C. McCorkle	Eight months twenty days	1,438.91
Edwin Smith	One year	2,000.00
John F. Pratt	do	2,000.00
Cephas S. Sinclair	do	2,000.00
Edmund F. Dickins	do	2,000.00
Dallas B. Wainwright	do	1,966.20
Richard E. Halter	do	1,800.00
Stehman Forney	do	1,800.00
William C. Hodgkins	do	1,800.00
Erasmus D. Preston	do	1,279.97
James B. Baylor	do	1,800.00
John E. McGrath	do	1,800.00
Isaac Winston	do	1,766.40
Philip A. Welker	do	1,766.40
John A. Flemer	Nine months seventeen days	1,433.15
Joseph Hergesheimer	One month	151.60
Charles T. Iardella	One year	1,600.00
Washington Irving Vinal	do	1,600.00
Charles H. Van Orden	do	1,600.00
Fremont Morse	Nine months twelve days	1,252.17
Walter B. Fairfield	Ten months	1,330.40
Subassistants.		
John A. Flemer	Two months thirteen days	285.26
Fremont Morse	Two months eighteen days	304.28
Walter B. Fairfield	Two months	235.80
Fred A. Young	One year	1,400.00
John Nelson	do	1,200.00
George R. Putnam	do	1,200.00
Aids.		
John F. Hayford	One year (eight months on furlough)	302.50
Temporary aids.		
Albert L. Baldwin	One year	720.00
Harrison L. Stidham	Three months	180.00
Henri B. von der Trenck	One month sixteen days	90.10
Charles C. Yates	Three months	180.00
Frederick V. Moss	do	180.00
Owen B. French	Eight months	478.00
Samuel B. Tinsley	One year	720.00
Robert L. Faris	do	720.00
Expenditures		106,008.32
Appropriation		119,600.00
Expenditures		106,008.32
Unexpended balance		13,591.68

Salaries—Pay of office force, 1894.

To whom paid.	Time employed.	Amount.
Disbursing agent.		
John W. Parsons	Eight months one day	$1,466.71
Robert J. Griffin	Three months thirty days	733.29
General office assistant.		
Marshall W. Wines	One year	2,200.00
Chief of division of library and archives.		
Francis H. Parsons	One year	1,800.00
Clerk to Superintendent.		
Martin Hensel	One year	1,200.00
Clerk to assistant in charge.		
Adelbert B. Simons	One year	1,000.00
Clerks.		
William B. Chilton	One year	1,650.00
Nicholas G. Henry	do	1,650.00
John H. Smoot	do	1,400.00
William C. Maupin	do	1,400.00
Artemas Martin	do	1,400.00
John W. Whitaker	Three months two days	306.52
Eugene B. Wills	One year	1,200.00
Freeman R. Green	do	1,191.85
Frank W. Edmunds	do	1,200.00
J. Henry Roeth	do	1,200.00
Asa G. Randall	Five months fifteen days	546.70
Eugene Rhodes	One year	1,000.00
Sophie S. Hein	Nine months twenty-two days	809.78
Ida M. Peck	do	809.78
Chart correctors.		
Edward H. Wyville	One year	1,200.00
James H. Barker	do	1,200.00
Archie Upperman	do	763.02
Henry R. Garland	Six months twelve days	479.35
Mary L. Handlan	do	383.48
Asa G. Randall	Three months twenty-five days	229.61
Buoy colorists.		
Jennie H. Fitch	One year	720.00
Sophie S. Hein	Two months eight days	136.85
Stenographer.		
Harry J. van der Beek	One year	720.00
Writers.		
Lily A. Mapes	One year	900.00
Virginia Harrison	do	900.00
Kate Lawn	do	800.00
Ida M. Peck	Two months eight days	136.85
Alice G. Reville	One year	720.00
Alice F. Carlisle	Nine months twenty days	544.34
Florence Brower	One year	720.00
Thacker V. Walker	One month twenty-five days	109.51
John Dale	One year	720.00
Ivy Hill	Two months eight days	136.85
Willie P. Mangum	Five months fifteen days	327.87
Daniel Hurley	One year	600.00
Draftsmen.		
Adolph Lindenkohl	One year	2,400.00
Henry Lindenkohl	do	2,200.00
Edwin H. Fowler	do	2,000.00
William C. Willenbucher	do	1,983.10
Ferdinand Westdahl	do	1,800.00
Ernest J. Sommer	do	1,800.00
Frank C. Donn	do	1,728.19
David M. Hildreth	do	1,400.00
Charles H. Deetz	do	1,364.15
Geo. F. Pohlers	do	1,200.00

Salaries—Pay of office force, 1894—Continued.

To whom paid.	Time employed.	Amount.
Draftsmen—Continued.		
Edmund P. Ellis	One year	$1,134.75
Charles Mahon	do	1,000.00
Paul Erichsen	do	1,000.00
Everett S. Mitchell	Eleven months twenty-six days	890.09
William R. Doores	Seven months ten days	550.26
Francis W. Clay	Seven months two days	530.69
Asa G Randall	Two months twenty-one days	202.96
Computers.		
Alex. S. Christie	Twenty-six days	141.30
Edward H. Courtenay	One year	2,000.00
Myrick H. Doolittle	do	2,000.00
John W. Parsons	Two months twenty-two days	457.84
John B. Boutelle	One year	1,600.00
Leland B. Shidy	do	1,600.00
Henry Farquhar	do	1,400.00
Daniel L. Hazard	do	1,400.00
Charles H. Kummell	do	1,200.00
Frank M. Little	do	1,200.00
Rollin A. Harris	do	1,200.00
Lilian Pike	do	1,000.00
Harry F. Flynn	do	1,000.00
Copperplate engravers.		
William A. Thompson	One year	2,000.00
John G. Thompson	Two months twenty-two days	456.57
Henry M. Knight	One year	2,000.00
Theodore Wasserbach	do	1,940.19
August Petersen	do	1,800.00
Edward J. Enthoffer	do	1,800.00
William H. Davis	do	1,740.25
Edward H. Sipe	do	1,600.00
William F. Peabody	do	1,480.42
Henry L. Thompson	Eight months thirteen days	841.29
William A. Van Doren	One year	1,000.00
Alfred H. Sefton	do	900.00
Emil A. Kubel	One month fifteen days	112.48
George Hergesheimer	One year	837.50
Frank G. Wurdemann	do	737.50
Harry R. McCabe	Eleven months five days	661.17
Gilbert F. Dawson	One year	600.00
Electrotyper and photographer.		
Daniel C. Chapman	One year	1,800.00
Electrotyper.		
L. P. Keyser	One year	900.00
Plate printers.		
Frank Moore	One year	1,600.00
Charles J. Harlow	do	1,000.00
Richard S. Bright	do	1,000.00
Thomas A. Sullivan	One month nine days	108.66
Eberhard Fordan	One year	1,000.00
Abraham D. Levi	Nine months eighteen days	798.91
Neil Bryant	One month twenty-one days	140.09
Plate printers' helpers.		
William H. Waddington	One year	700.00
Charles F. Locraft	do	700.00
Otto Kemmler	Ten months seven days	596.16
William H. Horne	One month nine days	76.12
Louis L. Williams	One year	699.05
Paul Dexter	Eight months nine days	483.12
Frank C. Gohre	One month twenty-four days	103.84
Sandy Bruce	Twelve days	22.83
Instrument makers.		
Ernest G. Fisher	One year	1,800.00
Clement Jacomini	do	1,200.00
William R. Whitman	do	1,000.00
Stephen A. Kearney	do	1,000.00
Clarence E. Regennas	do	1,000.00
Jacob Schwarz	do	1,000.00
Michael Lauxmann, Jr	do	700.00

Salaries—Pay of office force, 1894—Continued.

To whom paid.	Time employed.	Amount.
Carpenters.		
Horace O. French	One year	$1,600.00
George W. Clarvoe	do	900.00
Charles N. Darnall	do	700.00
Engineer.		
John A. Watts	One year	1,000.00
Janitor.		
Walter P. Ramsey	One year	1,200.00
Skilled laborer.		
Robert T. Bassett	Seven months eight days	521.32
Watchmen.		
David Parker	One year	880.00
John W. Drum	Eleven months twenty-five days	865.68
Firemen.		
Horace Dyer	One year	630.00
Harrison Murray	Three months twenty days	191.74
William H. Butler	Eight months four days	372.18
Messengers.		
William H. Butler	Three months twenty-seven days	284.57
P. H. White	Five months seven days	375.86
Ed. D. Scott	Eight months	565.85
Charles Over	One year	820.00
Neil Bryant	Ten months ten days	705.03
Sandy Bruce	Two months twenty-five days	193.71
Charles H. Jones	One year	820.00
William R. McLane	do	820.00
Vicente Denis	do	820.00
Thomas McGoines	Two months twenty-eight days	200.58
J. A. Dorsey	Nineteen days	42.80
J. W. Reed	One year	700.00
George Newman	do	700.00
William Savoy	Six months twenty-eight days	369.78
William West	One year	640.00
Josef K. Hagmann	Eight months twenty-seven days	473.06
John W. Miner	One month twenty-five days	96.66
C. E. Yarboro	Two months twenty-nine days	155.94
William R. White	Two months five days	116.50
Attrell Richardson	One year	630.00
Dennis E. White	do	550.00
Laborers.		
John H. Brown	One year	630.00
Baylor Crutchfield	Six months five days	323.56
Ed. D. Scott	Eleven days	18.83
Boston Brown	One year	550.00
Samuel L. Eubank	Three months twenty-seven days	117.85
Hans Bowdwin	One year	$550.00
Sarah E. Flynn	do	356.08
John H. Mason	do	365.00
Expenditures		137,844.42
Appropriation		143,130.00
Expenditures		137,844.42
Unexpended balance		5,285.58

RECAPITULATION.

Pay of field officers	$106,008.32
Pay of office force	137,844.42
Total expenditures	243,852.74
Total sum appropriated for salaries	262,730.00
Total sum expended for salaries	243,852.74
Unexpended balance	18,877.26

Party expenses, 1894.

ATLANTIC COAST.

To whom paid.	On what account.	Amount.
R. M. Bache	Topography	$1,605.91
Chas. H. Boyd	do	2,661.08
Delaware and Hudson Canal Company	Coal for steamer Bache	351.92
John W. Donn	Topography	2,548.81
Stehman Forney	Hydrography	2,151.58
L. M. Garrett	Hydrography, steamer Endeavor	2,164.82
W. C. Hodgkins	Topography	725.07
C. T. Iardella	do	1,442.33
W. F. Low	Hydrography, schooner Eagre	1,899.17
Geo. W. Mentz	Storage	6.00
H. G. Ogden	Topography	268.97
Robert G. Peck	Hydrography, steamer Bache	4,394.52
L. A. Pratt	Storage	39.43
O. H. Tittmann	Topography	277.22
W. I. Vinal	do	2,194.30
Henry L. Whiting	Travel	139.00
Expenditures		22,870.13
Appropriation		17.700.00
Add 20 per cent from Gulf Coast, etc		1,680.00
Add 20 per cent from Off-shore Work, etc		1.280.00
Add 20 per cent from Magnetics		510.00
Add 16¾ per cent from Leveling		703.50
Add 9 per cent from Tides, etc		1,017.00
		22,890.50
Expenditures		22,870.13
Unexpended balance		20.37

GULF COAST, ETC.

To whom paid.	On what account.	Amount.
Cary & Co	Coal for steamer Blake	$376.99
F. W. Clay	Traveling expenses	10.25
Creary & McClintock	Stores for steamer Blake	59.83
McKenzie, Oerting & Co	Stores for steamer Blake and schooners Transit and Quick.	296.76
G. W. Mentz	Hydrography, steamer Blake	1,534.90
F. Walley Perkins	Triangulation and storage	1,088.54
Simpson & Co	Weatherboards for naphtha launch	3.00
J. M. Stone	Oil for steamer Blake	36.58
F. Swift	Hydrography, schooner Transit	417.92
P. A. Welker	Triangulation and topography	1,498.71
Expenditures		5,323.51
Appropriation		8,400.00
Less 20 per cent transferred to Atlantic Coast	$1,680.00	
Expenditures	5,323.51	
		7,003.51
Unexpended balance		1,396.49

Party expenses, 1894—Continued.

OFF SHORE WORK, ETC.

To whom paid.	On what account.	Amount.
Bolton Bros	Stores for steamer Blake	$191.45
Castner & Curran	Coal and baskets for steamer Blake	180.00
F. W. Clay	Traveling expenses	2.55
George Hall Company	Towing and pontooning, steamer Blake	800.00
J. Seth Hopkins & Co	Stores for steamer Blake	54.30
C. A. Jones & Co	Supplies for steamer Blake	47.15
Loud, Claridge & Co	Stores for steamer Blake	269.67
W. F. Low	Hydrography, schooner Eagre	150.00
G. W. Mentz	Hydrography, steamer Blake	2,784.06
Wallace & Bro	Stores for steamer Blake	257.46
Expenditures		4,736.64
Appropriation		6,400.00
Less 20 per cent transferred to Atlantic Coast	$1,280.00	
Expenditures	4,736.64	
		6,016.64
Unexpended balance		383.36

PACIFIC COAST.

To whom paid.	On what account.	Amount.
Bureau of Equipment, Navy	Coal for steamer McArthur	$283.20
F. H. Crosby	Hydrography, steamer McArthur	3,803.62
George Davidson	Triangulation, sale of property, etc	188.71
E. F. Dickins	Storage	30.00
W. B. Fairfield	Purchase of outfit	1,235.67
L. Flynne	Hydrography, steamer Gedney	6,277.12
J. J. Gilbert	Triangulation, topography, and storage	1,107.08
G. B. Harber	Ship keeping and sale of property	145.49
J. F. Pratt	Combined operations and storage	91.89
A. F. Rodgers	Topography, pasturage, and storage	745.02
J. H. Sears	Hydrography, steamer McArthur	6.50
Amount disbursed		13,914.30
Railroad accounts referred for settlement		148.61
Expenditures		14,062.91
Appropriation		18,600.00
Less 18 per cent transferred to Alaska	$3,348.00	
Expenditures	14,062.91	
		17,410.91
Unexpended balance		1,189.09

ALASKA.

To whom paid.	On what account.	Amount.
Adams Express Company	Transportation	$48.05
G. B. Harber	Hydrography, steamer Hassler	2,824.78
W. I. Moore	Hydrography, steamer Patterson	8,691.74
Amount disbursed		11,564.57
Railroad accounts referred for settlement		25.84
Expenditures		11,590.41
Appropriation		8,400.00
Add 18 per cent from Pacific Coast		3,348.00
		11,748.00
Expenditures		11,590.41
Unexpended balance		157.59

Party expenses, 1894—Continued.

TIDES, ETC.

To whom paid.	On what account.	Amount.
Henry L. Marindin	Physical hydrography	$3,902.51
H. P. Ritter	Services	1,800.00
Eugene Veith	Sandy Hook tidal	131.61
J. G. Spaulding	Fort Hamilton tidal	1,056.41
G. A. Fairfield	Fort Hamilton and Washington tidal	242.38
Fremont Morse	Sitka tidal	210.48
George Davidson	Sausalito tidal	876.50
Aug. F. Rodgers	Sausalito tidal	172.62
David Hamilton	Newport, R. I., tidal	182.50
F. V. Moss	Services	480.00
Expenditures		9,055.01
Appropriation		11,300.00
Less 9 per cent transferred to Atlantic Coast	$1,017.00	
Less 10½ per cent transferred to Coast Pilot, etc	1,186.50	
Expenditures	9,055.01	
		11,258.51
Unexpended balance		41.49

COAST PILOT, ETC.

To whom paid.	On what account.	Amount.
L. M. Garrett	Coast Pilot work	$691.93
Talbot Pulizzi	Services	900.00
John Ross	Services and travel	1,501.70
E. H. Tillman	Coast Pilot work	1,011.91
Expenditures		4,105.54
Appropriation		2,950.00
Add 10½ per cent from Tides, etc		1,186.50
		4,136.50
Expenditures		4,105.54
Unexpended balance		30.96

MAGNETICS.

To whom paid.	On what account.	Amount.
George Davidson	Magnetics	$16.20
L. G. Schultz	do	1,800.10
Expenditures		1,816.30
Appropriation		2,550.00
Less 20 per cent transferred to Atlantic Coast	$510.00	
Expenditures	1,816.30	
		2,326.30
Unexpended balance		223.70

LEVELING.

To whom paid.	On what account.	Amount.
Isaac Winston	Precise leveling	$3,489.60
Expenditures		3,489.60
Appropriation		4,200.00
Less 16¾ per cent transferred to Atlantic Coast	$703.50	
Expenditures	3,489.60	
		4,198.10
Unexpended balance		6.90

Party expenses, 1894—Continued.

STATE SURVEYS.

To whom paid.	On what account.	Amount.
E. A. Bowser	Triangulation	$1,158.60
A. H. Buchanan	do	1,914.13
George Davidson	California and Nevada boundary	4,728.53
G. A. Fairfield	Traveling expenses	72.97
W. B. Fairfield	do	73.25
Stebman Forney	Reconnoissance and storage	3,611.21
W. R. Hoag	Triangulation	1,080.57
W. C. Hodgkins	do	255.27
Aug. F. Rodgers	California and Nevada boundary	12.47
C. H. Sinclair	Traveling expenses	76.30
Amount disbursed		12,983.00
Railroad accounts referred for settlement		871.80
Expenditures		13,854.80
Appropriation		15,600.00
Less 10 per cent transferred to Transcontinental Work	$1,560.00	
Expenditures	13,854.80	
		15,414.80
Unexpended balance		185.20

GRAVITY, ETC.

To whom paid.	On what account.	Amount.
George Davidson	Longitudes	$75.70
Fauth & Co	Gravity observations	150.00
T. C. Mendenhall	Traveling expenses	21.80
E. D. Preston	Gravity experiments and obervations at Chicago.	137.75
G. R. Putnam	Gravity experiments and obser vations at Washington.	432.53
C. H. Sinclair	Longitudes and latitudes	741.90
Tice & Lynch	Gravity experiments and triangulation.	46.41
F. A. Wolff, jr	Service	225.00
Expenditures		1,831.09
Appropriation		4,650.00
Less 15 per cent transferred to Transcontinental Work	$697.50	
Expenditures	1,831.09	
		2,528.59
Unexpended balance [1]		2,121.41

[1] This balance will be reduced by outstanding obligation.

TRANSCONTINENTAL WORK.

To whom paid.	On what account.	Amount.
Wm. Eimbeck	Triangulation, storage, and pasturage	$9,335.21
F. D. Granger	Triangulation and storage	2,001.49
A. Larkin	Storage	3.00
F. W. Perkins	Reconnoissance triangulation, pasturage, and storage.	1,661.00
P. A. Welker	Triangulation	1,263.34
Amount disbursed		14,264.10
Railroad accounts referred for settlement		373.57
Expenditures		14,637.67
Appropriation		12,600.00
Add 10 per cent from State Surveys		1,560.00
Add 15 per cent from Gravity, etc		697.50
		14,857.50
Expenditures		14,637.67
Unexpended balance		219.83

Party expenses, 1894—Continued.

NAVY TRAVEL, ETC.

To whom paid.	On what account.	Amount.
S. M. Ackley, U. S. N	Mileage	$242.00
A. C. Almy, U. S. N	do	73.36
G. H. Barber, U. S. N	do	9.68
F. B. Bassett, U. S. N	do	33.44
H. K. Benham, U. S. N	do	255.52
W. S. Benson, U. S. N	do	3.20
J. J. Blandin, U. S. N	do	71.52
L. J. Clark, U. S. N	do	3.28
C. P. Eaton, U. S. N	do	72.88
C. F. Emmerich, U. S. N	do	73.36
L. M. Garrett, U. S. N	do	46.48
W. B. Hoggatt, U. S. N	do	255.84
R. F. Lopez, U. S. N	do	338.72
A. McAllister, U. S. N	do	7.76
W. McLean, U. S. N	do	26.24
G. W. Mentz, U. S. N	do	6.40
J. F. Moser, U. S. N	do	516.00
R. G. Peck, U. S. N	do	36.48
C. P. Plunkett, U. S. N	do	68.40
C. S. Ripley, U. S. N	do	51.46
J. H. Sears, U. S. N	do	255.84
J. A. Shearman, U. S. N	do	6.80
E. H. Tillman, U. S. N	do	3.20
Expenditures		2,457.86
Appropriations		2,950.00
Expenditures		2,457.86
Anexpended balance		492.14

OBJECTS NOT NAMED.

To whom paid.	On what account.	Amount.
John Brown	Services and incidental expenses	$606.00
A. H. Buchanan	Traveling expenses	47.80
George Davidson	Travel and astronomical work	443.08
E. F. Dickins	Traveling expenses	332.75
J. J. Gilbert	do	309.45
W. R. Hoag	do	71.50
Wm. Holmes	Services	19.36
W. O. Luscombe	Storage	20.00
G. W. Mentz	Outfit for steamer *Bache*	15.70
W. I. Moore	Ways and boathouse for steam launch *Cosmos*	402.90
Fremont Morse	Traveling expenses	322.40
George Olsen	Services	487.10
Puget Sound Dry Dock Co	Ship-keeping	198.38
F. W. Perkins	Traveling expenses	130.00
J. F. Pratt	do	345.60
C. F. Schiodt	Services	600.00
C. H. Van Orden	Leveling	411.12
P. A. Welker	Traveling expenses	104.94
H. L. Whiting	do	125.83
Amount disbursed		4,993.91
Railroad accounts referred for settlement		1.25
Expenditures		4,995.16
Appropriation		5,900.00
Expenditures		4,995.16
Unexpended balance[1]		904.84

[1] This balance will be reduced by outstanding obligations.

Party expenses, 1894—Continued.

RECAPITULATION.

[Showing expenditures in gross (by subi'ems) on account of the appropriation for party expenses, 1894.]

Atlantic coast	$22,870.13
Gulf coast, etc	5,323.51
Offshore work, etc	4,736.64
Pacific coast	13,914.30
Alaska	11,564.57
Tides, etc	9,055.01
Coast Pilot, etc	4,105.54
Magnetics	1,816.30
Leveling	3,489.60
State surveys	12,983.00
Gravity, etc	1,831.09
Transcontinental work	14,264.10
Navy travel, etc	2,457.86
Objects not named	4.993.91
Amount disbursed	113,405.56
Railroad accounts referred to accounting officers for settlement	1,421.07
Expenditures	114,826.63
Total amount appropriated for party expenses, 1894	122,200.00
Total amount expended for party expenses, 1894	114,826.63
Unexpended balance	7,373.37

CLASSIFICATION OF EXPENDITURES FOR PARTY EXPENSES, 1894.

On what account.	Amount.
Triangulation	$4,338.01
Topography	15,576.57
Hydrography	45,408.71
Transcontinental geodetic work	15,111.04
Points for State surveys	13,242.56
Coast Pilot	4,105.54
Leveling	3,900.72
Magnetics	1,816.30
Physical hydrography	3,902.51
Geographical positions	1,260.68
Tidal operations	5,152.50
Gravity experiments	1,011.49
Total	114,826.63

Alaska boundary survey.

[From March 1, 1894, to January 31, 1895.]

To whom paid.	On what account.	Amount.
E.F. Dickins	Boundary survey	$2,316.70
J. A. Flemer	do	1,469.17
Giles B. Harber, U. S. N	do	166.09
John E. McGrath	do	2,948.68
Fremont Morse	do	898.57
J. F. Pratt	do	5,430.22
Homer P. Ritter	do	1,412.37
S. B. Tinsley	Traveling expenses	50.30
Amount disbursed		14,692.10
Railroad accounts referred for settlement		246.25
Expenditures		14,938.35
Unexpended balance on hand March 1, 1894		26,261.96
Repayment to credit of appropriation, certificate of deposit No. 14211		20.00
		26,281.96
Expenditures		14,938.35
Present unexpended balance		11,343.61

Repairs of vessels, 1894.

To whom paid.	On what account.	Amount.
Brown Dry Dock Co	Steamer Bache	$112.44
Brown & Miller	Steamer Bache	5,223.76
Campbell & Zell Co	Steamer Blake	472.02
Clay & Torbensen	Purchase of 4 steam launches	5,455.00
Creary & McClintock	Steamer Blake	45.05
F. H. Crosby, U. S. N	Steamer McArthur	2,820.29
Lucian Flynne, U. S. N	Steamer Gedney	498.65
L. M. Garrett, U. S. N	Steamer Endeavor	2,068.38
A. F. Grant	Steamer Bache	54.00
G. B. Harber, U. S. N	Steamer Hassler	602.12
G. B. Harber, U. S. N	Steamer Fuca	60.38
J. Hoodless	Schooner Quick	45.25
J. Hoodless	Schooner Transit	38.25
W. F. Low, U. S. N	Schooner Eagre	620.27
G. W. Mentz, U. S. N	Steamer Blake	813.08
W. I. Moore, U. S. N	Steamer Patterson	2,430.65
Morris, Tacker & Co	Steamer Blake	216.00
R. G. Peck, U. S. N	Steamer Bache	2,518.10
F. Swift, U. S. N	Schooner Transit	103.45
W. E. Woodall & Co	Steamer Blake	664.98
	Expenditures	24,862.12
	Appropriation	25,000.00
	Expenditures	24,862.12
	Unexpended balance	137.88

CLASSIFICATION OF EXPENDITURES FOR REPAIRS OF VESSELS, 1894.

Name of vessel.	Amount.
Steamer Bache	$7,908.30
Steamer Blake	2,211.13
Schooner Eagre	620.27
Steamer Endeavor	2,068.38
Steamer Fuca	60.38
Steamer Gedney	498.65
Steamer Hassler	602.12
Steamer McArthur	2,820.29
Steamer Patterson	2,430.65
Schooner Quick	45.25
Schooner Transit	141.70
Steam launches (purchase of)	5,455.00
Total	24,862.12

Publishing observations, 1894.

To whom paid.	On what account.	Amount.
Frederick V. Moss	Services	$60.00
H. L. Stidham	do	210.00
Frank A. Wolff, jr	do	45.00
Chas. C. Yates	do	148.00
	Expenditures	463.00
	Appropriation	1,000.00
	Expenditures	463.00
	Unexpended balance	537.00

GENERAL EXPENSES, 1894.

Instruments, instrument shop, carpenter shop, drawing division, books, maps, charts, and subscriptions.

To whom paid.	On what account.	Amount.
D. Appleton & Co	Subscriptions	$5.00
Astronomical Journal	Books	5.00
Astronomy and Astro Physics	Subscriptions	4.00
Wm. Ballantyne & Sons	Books	6.50
D. Ballauf	Instrument shop	49.50
Baltimore Oil and Grease Co	....do	42.50
Louis M. Baum	Instruments	3.50
Robert Beall	Books	3.00
Chas. Becker	Carpenter shop	10.17
Benedict-Burnham Manufacturing Co	Instrument shop	252.78
John A. Brashear	....do	17.50
Brown & Sharp Manufacturing Co	....do	2.00
Buff & Berger	Instruments	1,751.00
E. W. Bullinger	Subscriptions	4.50
J. H. Bunnell & Co	Instrument shop	17.80
T. E. Butters	....do	24.29
John W. Cadby	Books	1.25
Wm. J. Campbell	....do	2.00
Chas. T. Carter & Co	Instrument and carpenter shops	40.93
The Celluloid Co	Instrument shop	22.00
J. B. Chamberlain	....do	14.53
John Chatillon & Sons	Instruments	24.25
J. H. Chesley & Co	Instrument and carpenter shops	7.64
Church & Stephenson	Carpenter shop	5.00
Geo. V. Cresson & Co	Instrument shop	4.25
Criterion Photo Supply Co	Instruments	37.80
Jas. D. & E. S. Dana	Subscriptions	6.00
Darling, Brown & Sharp	Instruments	6.00
Darnall & Upham	Books	5.00
George Davidson	Instrument shop, subscriptions, etc	88.05
Doremus & Co	Instrument shop	7.20
Doremus & Just	....do	.50
Edw. L. Dent Iron Works	....do	30.05
Egyptian Lacquer Manufacturing Co	....do	11.70
Alfred Ely & Co	....do	38.42
Geo. T. Ennis	....do	45.97
Fauth & Co	Instruments	1,325.00
Lucian Flynne, U. S. N	Books	4.00
M. N. Forney	Subscriptions	3.00
Frost & Adams	Drawing	290.00
The Geological Publishing Co	Subscriptions	3.50
Z. D. Gilman	Carpenter and instrument shops	54.73
Ginn & Co	Subscriptions	3.00
Eli Goodwin	Maps	10.00
Henry J. Green	Instrument and instrument shop	190.15
L. R. Hamersley & Co	Books	8.75
Harris & Shearer	Instrument shop	24.68
H. Hoffa	....do	8.80
A. Hurlimann	Instruments	401.47
E. E. Jackson & Co	Carpenter shop	3.75
The Johns Hopkins Press	Book	7.50
The W. J. J. Johnston Co., Limited	Subscriptions	3.00
Jones & Loughlin, Limited	Instrument shop	9.07
M. E. Kahler	Instruments and instrument shop	273.40
J. Karr	....do	132.35
W. H. Kemp & Co	Instrument shop	12.45
Keuffel & Esser Co	Instruments and instrument shop	125.14
I. Y. Knight	Books	17.00
Libbey, Bittenger & Miller	Carpenter shop	329.18
Frank Libbey & Co	....do	24.05
Library Bureau	Books	144.68
Melville Lindsay	Instrument shop	7.74
Geo. E. Littlefield	Books	8.50
Howard Lockwood & Co	....do	12.00
W. H. Lowdermilk & Co	....do	89.60
Lutz & Bro	Instrument shop	5.25
F. P. May & Co	Instrument and carpenter shops	58.51
McFadden Co	Instrument shop	50.12
McMillan & Co	Subscriptions	3.00
W. H. Mehler	Instrument shop	3.50
T. C. Mendenhall	Books	2.50
W. W. Mildrum	Instrument shop	16.00
Edward Miller	Subscriptions	12.00
Francis Miller	Carpenter shop	3.15
John Milne	Book and subscriptions	21.50
W. B. Moses & Son	Carpenter shop	.75
Munn & Co	Subscriptions	7.00
J. B. Nalle	Instrument and carpenter shops	58.10

GENERAL EXPENSES, 1894—Continued.

Instruments, instrument shop, carpenter shop, drawing division, etc.—Continued.

To whom paid.	On what account	Amount.
T. S. & J. D. Negus	Instrument shop	$156.50
John C. Parker	Books and subscriptions	50.00
Francis H. Parsons	Books	.55
Robt. G. Peck, U. S. N	Instrument shop	46.00
A. Pessler	Instruments	47.70
Chas. H. Pleasants	Instrument and carpenter shops	15.14
Pratt & Whitney Co	Instrument shop	740.00
Publishers' Weekly	Subscriptions	5.00
E. J. Pullman	Instruments	43.21
Queen & Co	do	2.75
Rand, McNally & Co	Maps	6.40
Arthur W. Robson	Books	2.00
J. S. Rowland	Instrument shop	1.10
Royce & Marean	do	51.91
Geo. Ryneal, jr	Instrument and carpenter shops	67.09
Fred A. Schmidt	Instruments	188.80
L. H. Schneider's Son	Instrument and carpenter shops	22.65
J. L. Shaw	Books	24.00
Thomas W. Smith	Carpenter shop	36.68
Thos. Sommerville & Sons	Instrument shop	9.59
Gustav E. Stechert	Books	492.77
E. Steiger & Co	do	8.50
D. B. Stevens	Subscriptions	3.65
I. H. Steward	Instruments	22.24
Sussford & Lorsch	do	139.50
Ormond Stone	Books	2.00
A. P. Swoyer & Co	Instrument shop	19.52
M. A. Tappan	do	7.30
Tice & Lynch	Instruments and instrument shop	42.90
Henry Tripp	Instrument shop	2.50
United States Naval Institute	Subscriptions	3.50
C. W. Walker	Instrument shop	9.00
Willis C. Walker & Co	Instruments	475.00
Edgar A. Werner	Books	3.75
B. Westerman & Co	Books and subscriptions	249.40
Stillman White	Instrument shop	14.56
Williams & Hanks	Instrument and carpenter shops	31.29
Wilbur T. Wilson	Books	2.50
Joseph Zentmayer	Instrument shop	2.10
The Zucker Levett Chemical Co	do	5.20
Expenditures		9,420.50
Appropriation		9,000.00
Received for instruments furnished the Bureau of Equipment, Navy Department		630.40
Received for instruments furnished the Light-House Board		60.00
		9,690.40
Expenditures		9,420.50
Unexpended balance		269.90

Copper plates, chart paper, printing ink; copper, zinc, and chemicals for electrotyping and photographing; engraving, printing, photographing, and electrotyping supplies; extra engraving and drawing; photolithographing and printing from stone and copper for immediate use.

To whom paid.	On what account.	Amount.
Jas. L. Barbour & Son	Electrotyping and photographing supplies.	$0.10
Chas. Becker	Electrotyping, photographing, and printing supplies.	2.31
Henry H. Brown	Electrotyping and photographing supplies.	23.45
Bureau Engraving and Printing	Printing supplies	815.92
Chas. T. Carter & Co	do	2.36
J. B. Chamberlain	Electrotyping and photographing supplies.	3.30
J. H. Chesley & Co	Printing supplies	2.78
Clendenin Bros	Copper plates, electrotyping and photographing supplies.	775.50
Geo. Davidson	Photographing supplies	2.80
Chas. F. Dietrich	Printing supplies	3.25

Copper plates, chart paper, printing ink, copper, zinc, and chemicals, etc.—Continued.

To whom paid.	On what account.	Amount.
Easton & Rupp	Printing supplies	$13.05
E. Morrison Paper Co	Printing supplies and photographing supplies.	34.80
J. C. Entwistle	Extra engraving	2.50
J. C. Ergood & Co	Printing supplies	.39
Evans & Bartle	Extra engraving	2,750.00
Friedenwald Co	Photolithographing	261.51
Forbes Lithograph Manufacturing Co	....do	22.50
Henry R. Garland	Extra drawing	338.10
Peter H. Geddes	Extra engraving	1,407.79
C. D. Gildersleeve's Son	Printing supplies	80.00
Z. D. Gilman	Engraving, electrotyping, and photographing supplies.	510.21
Andrew B. Graham	Photolithographing	110.00
E. N. Gray & Co	Printing supplies	187.55
Mary L. Handlan	Extra drawing	328.96
A. Hoen & Co	Photolithographing	148.40
H. Hoffa	Printing, and engraving supplies	8.53
J. E. Hurley	Printing supplies	79.50
Chas. Eneu Johnson & Co	....do	6.00
Keuffel & Esser Co	Electrotyping, photographing, and printing supplies.	12.50
Ernest Kübel	Copper-plate and engraving supplies	1,727.30
Melville Lindsay	Electrotyping and photographing supplies.	14.44
Wm. Mackenzie	Extra engraving	1,440.00
Mackey Print Paper Co	Electrotyping and photographing supplies.	14.00
Robert Mayer & Co	Printing supplies	9.00
F. P. May & Co	Printing and engraving supplies	1.40
Thos. H. McCollins & Co	Photographing supplies	2.50
McFadden Co	Printing supplies	.25
W. H. Mehler	....do	16.75
Francis Miller	Electrotyping, photographing, and engraving supplies.	1.05
David Morris	Extra engraving	1,373.79
Mount Holly Paper Co	Chart paper	49.75
J. B. Nalle	Engraving and printing supplies	137.60
Norris Peters Co	Photolithographing	625.75
New York Engraving and Printing Co	....do	23.00
Peter Adams Co	Chart paper and photolithographing	3,746.75
Chas. H. Pleasants	Electrotyping, photographing, and printing supplies.	131.97
E. J. Pullman	Electrotyping and photograph supplies	43.01
Geo. Ryneal, jr	Electrotyping, photographing, and printing supplies.	64.75
Julius F. Sachse	Photographing supplies	15.00
Sacket & Wilhelms Lithographing Co	Photolithographing	30.00
E. G. Schaeffer & Co	Electrotyping supplies	1.50
Scheller & Stevens	....do	.27
S. S. Shedd & Bro	Printing supplies	186.50
Augustine Smith & Co	Chart paper	10.00
Strobridge Lithographing Co	Photolithographing	697.90
A. P. Swoyer & Co	Engraving supplies	1.14
H. L. Thompson	Extra engraving	358.06
O. L. Wolfsteimer & Co	Electrotyping and photographing supplies.	4.80
Expenditures		18,662.29
Appropriation		20,000.00
Received from the Hydrographic Office, Navy Department, for electrotyping done for that bureau		522.45
		20.522.45
Expenditures		18,662.29
Unexpended balance		1,860.16

Stationery, transportation of instruments and supplies, office wagon and horses, fuel, gas, telegrams, ice, and washing.

To whom paid.	On what account.	Amount.
Adams Express Co	Transportation	$191.55
Wm. Ballantyne & Sons	Stationery	42.09
J. Baumgarten & Sons	do	40.25
Robert Beall	do	1.50
B. & O. R. R. Co	Transportation	9.51
Thomas Collins	do	.69
Columbian Supply Co	Fuel	1,219.40
James Connor	Office horses	29.25
George Davidson	Stationery and washing	21.00
Easton & Rupp	Stationery	5.10
Chas. P. Echols	Transportation	2.15
E. Morrison Paper Co	Stationery	24.45
Geo. W. Knox Express	Transportation	46.86
Z. D. Gilman	Stationery	7.80
W. A. Glassford	Transportation	11.95
Great Northwestern Telegraph Co	Telegrams	2.29
Harriet E. Harrod	Washing	152.79
Hygienic Ice Co	Ice	227.50
John Kennedy	Fuel	224.10
Lutz & Bro	Office horse and wagon	13.00
Thomas R. Martin	Fuel	60.20
John McDermott & Bro	Office wagon	42.00
G. W. Mentz	Stationery	.40
John C. Parker	do	64.85
People's Dispatch Co	Transportation	1.10
Arthur W. Robson	do	1.20
Aug. F. Rodgers	Stationery	.25
Fred. A. Schmidt	do	638.20
B. F. Shaw	Office horses	240.00
Smithsonian Institution	Transportation	57.15
Samuel Springman	do	1.50
Stationery division, Treasury Department	Stationery	635.71
Stephenson's Express	Transportation	18.34
Tice & Lynch	do	6.05
Henry Turner	do	.75
United States Express Co	do	122.65
Washington Gas Light Co	Gas	1,606.88
Chas. Werner	Fuel	4.99
Western Union Telegraph Co	Telegrams	60.18
Wyckoff, Seamans & Benedict	Stationery	25.50
Zucker Levett Chemical Co	Transportation	.25
Amount disbursed		5,861.38
Railroad accounts referred for settlement		2.16
Expenditures		5,863.54
Appropriation		6,000.00
Expenditures		5,863.54
Unexpended balance		136.46

Miscellaneous expenses, contingencies of all kinds, office furniture, repairs, extra labor, and traveling expenses (office).

To whom paid.	On what account.	Amount.
American Automatic Protective Co	Supplies	$10.00
Jas. L. Barbour & Son	do	57.71
Chas. E. Barrick	Repairs	224.95
J. Baumgarten & Son	do	6.00
Chas. Becker	Supplies	7.00
Edmund G. Bell	Extra labor	12.00
Boswell, Copeland & Merking	Office furnitnre	12.50
J. W. Boteler & Son	Supplies	9.80
Capital Publishing Co	Advertising	4.18
Chas. T. Carter & Co	Supplies	4.00
Chesapeake and Potomac Telephone Co	Rental	100.00
J. H. Chesley & Co	Supplies	5.76
Chronicle	Advertising	6.60
Columbia Automatic Filter Co	Water filters	115.00
Columbia Phonograph Co	Rental of graphophone	158.97
M. G. Copeland & Co	Supplies	74.00
Craig & Harding	do	170.48
Darnall & Jennings	Repairs	6.50
George Davidson	Suboffice expenses	47.77
Victor C. De Cordy	Repairs	75.00
Deutsche Press	Advertising	4.80
E. Morrison Paper Co	Cutting paper	2.50
J. C. Ergood & Co	Flour	2.62
Evening Star Newspaper Co	Advertising	28.05
Frank Freeman	Making and laying carpet	42.37
Z. D. Gilman	Supplies	7.88
Maria Green	Removing ashes	36.45
Sarah Green	do	12.60
Chas. T. Halloway	Fire extinguishers	500.00
Jackson, Jones & Co	Cement and sand	3.75
Stevens H. Jecko	Supplies	17.50
Wm. A. Johnson	Repairs	7.00
H. Sidney King	Extra labor	884.27
George Leach	do	31.50
Lutz & Bro	Supplies	2.50
F. P. May & Co	do	15.98
John McDermott & Bro	do	9.00
W. H. Mehler	Repairs	10.15
J. T. Mockabee	Fertilizers	7.00
E. Montrop & Co	Lettering sign	20.00
Wm. B. Morgan	Magnesia covering	215.00
The Morning Herald	Advertising	14.14
W. B. Moses & Sons	Office furniture, etc	47.15
J. B. Nalle	Supplies	87.23
National Economist Publishing Co	Advertising	9.45
Wm. N. Newbold	Extra labor	18.00
News Publishing Co	Advertising	3.75
John C. Parker	Supplies	5.40
Wm. C. Peake	Repairs	61.40
Petit & Dripps	Water coolers	40.00
Chas. H. Pleasants	Supplies	80
Ratcliffe, Darr & Co	Sale of property	21.13
W. F. Roberts	Repairs to typewriter	8.50
Aug. F. Rodgers	Suboffice and traveling expenses	14.45
Geo. Ryneal, jr	Supplies	4.20
E. G. Schafer & Co	do	14.04
Scheller & Stevens	do	5.55
L. H. Schneider's Son	do	13.15
Geo. R. Seiffert	Type cleaners	8.00
J. W. Shane	Repairs	249.00
Henry Steinberg	do	32.00
Superintendent's Office, Treasury Department	Office furniture	295.15
W. F. Thomlinson & Co	Typewriting attachment	9.00
H. O. Towles	Office furniture	38.00
Volks Tribune	Advertising	4.80
Washington City post-office	Box rent	20.00
Washington News Publishing Co	Advertising	8.32
Washington Post Co	do	9.25
Washington Sentinel	do	5.67
Washington Times Publishing Co	do	11.20
Frank R. Watts	Supplies	12.25
Wilmarth & Edmonston	do	20.70
Wyckoff, Seamans & Benedict	Typewriting supplies	8.18
Yost Writing Machine Co	Repairing typewriter	10.00
William Young	Extra labor	355.65
F. H. Youngs	Cleaning carpets	20.60
Expenditures		4,455.25
Appropriation		4,500.00
Expenditures		4,455.25
Unexpended balance		44.75

Miscellaneous expenses, contingencies of all kinds, office furniture, etc.—Continued.

RECAPITULATION.

[Showing expenditures in gross (by subitems) on account of appropriation for general expenses, 1894.]

Instruments, instrument shop, carpenter shop, drawing division, books, maps, charts, and subscriptions	$9,420.50
Copper plates, chart paper, printing ink, copper, zinc, and chemicals for electrotyping and photographing; engraving, printing, photographing, and electrotyping supplies: extra engraving and drawing; photolithographing and printing from stone and copper for immediate use	18,662.29
Stationery, transportation of instruments and supplies, office wagon and horses, fuel, gas, telegrams, ice, and washing	5,861.38
Miscellaneous expenses, contingencies of all kinds, office furniture, repairs, extra labor, and traveling expenses (office)	4,455.25
Total disbursements	38,399.42
Railroad accounts referred for settlement	2.16
Total expenditures	38,401.58
Total amount appropriated for general expenses, 1894	39,500.00
Received for instruments furnished the Bureau of Equipment, Navy Department	630.40
Received for instruments furnished the Light-House Board	60.00
Received from the Hydrographic Office, Navy Department, for electrotyping done for that Bureau	522.45
	40,712.85
Total amount expended for general expenses, 1894	38,401.58
Unexpended balance	2,311.27

CLASSIFICATION OF EXPENDITURES FOR GENERAL EXPENSES, 1894.

On what account.	Amount.	On what account.	Amount.
Instruments	$5,090.75	Transportation of instruments and supplies	$471.70
Instrument shop	2,166.43	Office wagon and horses	324.25
Carpenter shop	602.97	Fuel	1,508.69
Drawing division	290.00	Gas	1,606.88
Books, maps, and charts	1,132.45	Telegrams	62.47
Subscriptions	137.90	Ice	227.50
Copper plates	1,845.75	Washing	163.79
Chart paper	3,742.18	Miscellaneous expenses and contingencies of all kinds	2,052.85
Engraving, printing, photographing, and electrotyping supplies	3,091.78	Office furniture	402.30
Extra engraving	7,332.14	Extra labor	1,301.42
Extra drawing	667.06	Repairs	698.68
Photolithographing and printing from stone and copper for immediate use	1,983.38	Total	38,399.42
Stationery	1,496.10		

Salaries.—Standard weights and measures, 1894.

To whom paid.	Time employed.	Amount.
Adjuster.		
Louis A. Fischer	One year	$1,500.00
Mechanician.		
Otto Storm	One year	1,250.00
Assistant messenger.		
Charles A. Harbaugh	One year	720.00
Watchmen.		
David Somerville	Three months	180.00
J. A. McDowell	Eight months twenty-one days	520.49
Expenditures		4,170.49
Appropriation		4,190.00
Expenditures		4,170.49
Unexpended balance		19.51

Contingent expenses—Standard weights and measures, 1894.

MATERIALS AND APPARATUS AND INCIDENTAL EXPENSES.

To whom paid.	On what account.	Amount.
Wm. Ballantyne & Son	Materials	$28.50
D. Ballauf	....do	41.00
Charles E. Barrick	Plumbing	4.50
Eimer & Amend	Materials, etc	145.37
Z. D. Gilman	Chamois skins	3.90
Tice & Lynch	Services	61.83
Manhattan Plate Glass Co	Plate glass	13.00
J. B. Nalle	Materials, etc	8.60
John C. Parker	....do	5.00
Henry Troemner	Glass disks	25.20
United States Mint, Philadelphia	Pure gold	13.42
Expenditures		350.32
Appropriation		975.00
Expenditures		350.32
Unexpended balance		624.68

GENERAL RECAPITULATION.

[Showing appropriations, expenditures, and balances for the fiscal year ending June 30, 1894, also unexpended balance on Alaska boundary survey and amounts received from other Government bureaus.]

Name of appropriation.		Appropriated.	Expended.	Balances.
Salaries—pay of field officers		$119,600.00	$106,008.32	$13,591.68
Salaries—pay of office force		143,130.00	137,844.42	5,285.58
Party expenses		122,200.00	114,826.63	7,373.37
Alaska boundary survey:				
Balance from last report	$26,261.96	26,281.96	14,938.35	11,343.61
Repayment from E. F. Dickins	20.00			
Repairs of vessels		25,000.00	24,862.12	137.88
Publishing observations		1,000.00	463.00	537.00
General expenses:				
Sundry civil act March 3, 1893	$39,500.00			
Received from Bureau of Equipment, Navy Department	630.40	40,712.85	38,401.58	2,311.27
Received from Light-House Board	60.00			
Received from Hydrographic Office	522.45			
Salaries—Weights and measures		4,190.00	4,170.49	19.51
Contingent expenses—Weights and measures		975.00	350.32	624.68
Total		483,089.81	441,865.23	41,224.58

Amounts appropriated and available as follows:		
Appropriations for Coast and Geodetic Survey proper for fiscal year ending June 30, 1894, sundry civil act March 3, 1893		$450,430.00
Appropriations for office of Standard Weights and Measures, legislative act March 3, 1893		5,165.00
Received from other Government bureaus for materials and work		1,212.85
Balance from last report on account of Alaska boundary survey		26,261.96
Repayment from E. F. Dickins on account of Alaska boundary		20.00
		483,089.81
Amounts expended as follows:		
For Coast and Geodetic Survey	$422,406.07	
For office of standard weights and measures	4,520.81	
For Alaska boundary survey	14,938.35	
		441,865.23
Total unexpended balance		41,224.58

EXPENDITURES SINCE LAST REPORT ON ACCOUNT OF THE APPROPRIATIONS FOR THE SERVICE OF THE FISCAL YEAR ENDING JUNE 30, 1893.

Party expenses, 1893.

PACIFIC COAST.

To whom paid.	On what account.	Amount.
J. F. Pratt	Storage	$10.50
Expenditures		10.50
Balance on hand—report for 1893		33.22
Expended since, as above		10.50
Present unexpended balance		22.72

STATE SURVEYS.

To whom paid.	On what account.	Amount.
Chicago, Milwaukee and St. Paul R. R.	Transportation	$12.40
Amount disbursed		12.40
Railroad accounts referred for settlement		5.05
Expenditures		17.45
Balance on hand—report for 1893		176.65
Expended since, as above		17.45
Present unexpended balance		159.20

GRAVITY, ETC.

To whom paid.	On what account.	Amount.
Geo. W. Knox Express	Transportation	$36.91
T. S. & J. D. Negus	Gravity determination	1,700.00
Amount disbursed		1,736.91
Railroad accounts referred for settlement		21.83
Expenditures		1,758.74
Balance on hand—report for 1893		1,819.47
Expenses since, as above		1,758.74
Present unexpended balance		60.73

TRANSCONTINENTAL WORK.

To whom paid.	On what account.	Amount.
William Eimbeck	Triangulation	$6.00
Balance on hand—report for 1893		29.71
Expended since, as above		6.00
Present unexpended balance		23.71

OBJECTS NOT NAMED.

Balance on hand—report for 1893	$20.73
Railroad accounts referred for settlement	5.30
Present unexpended balance	15.43

Party expenses, 1893—Continued.

RECAPITULATION.

[Showing expenditures in gross by subitems.]

Pacific Coast	$10.50
State survey	12.40
Gravity, etc	1,736.91
Transcontinental work	6.00
Amount disbursed	1,765.81
Railroad accounts referred for settlement	32.18
Expenditures	1,797.99
Balance on hand—report for 1893	3,152.26
Disallowed by Comptroller in accounts of John W. Parson, disbursing agent	2.00
Railroad accounts referred for settlement as per report for 1893 and returned for settlement by disbursing agent	36.91
	3,191.17
Expended since last report, as above	1,797.99
Present unexpended balance	1,393.18

General expenses, 1893.

INSTRUMENTS, INSTRUMENT SHOP, CARPENTER SHOP, DRAWING DIVISION, BOOKS, MAPS, CHARTS, AND SUBSCRIPTIONS.

To whom paid.	On what account.	Amount.
W. H. Lowdermilk & Co	Subscriptions	$5.00
Osmond Stone	Books	2.00
Gustave E. Stechert	do	27.50
Expenditures		34.50
Balance on hand—report for 1893		121.20
Expended since, as above		34.50
Present unexpended balance		86.70

COPPER PLATES, CHART PAPERS, ETC.

To whom paid.	On what account.	Amount.
J. C. Entwistle	Extra engraving	$91.00
Evans & Bartle	do	680.00
Expenditures		771.00
Balance on hand—report for 1893		1,123.11
Expended since, as above		771.00
Present unexpended balance		352.11

MISCELLANEOUS EXPENSES, ETC.

To whom paid.	On what account.	Amount.
Daily States Publishing Co	Advertising	$3.96
Expenditures		3.96
Balance on hand—report for 1893		26.44
Expended since, as above		3.96
Present unexpended balance		22.48

General expenses, 1893—Continued.

RECAPITULATION.

[Showing expenditures in gross (by subitems) on account of the appropriation for general expenses, 1893.]

Instruments, instrument shop, carpenter shop, drawing division, books, maps, charts, and subscriptions	$34.50
Copper plates, chart paper, printing ink, copper, zinc, and chemicals for electrotyping and photographing; engraving, printing, photographing, and electrotyping supplies; extra engraving and drawing; photolithographing and printing from stone and copper for immediate use	771.00
Miscellaneous expenses, contingencies of all kinds, office furniture, repairs, extra labor, and traveling expenses (office)	3.96
Total expenditures	809.46
Balance on hand—report for 1893	1,291.12
Expended since, as above	809.46
Present unexpended balance	481.66

UNITED STATES COAST AND GEODETIC SURVEY,
OFFICE OF THE DISBURSING AGENT,
Washington, D. C., February 1, 1895.

I certify that the foregoing statement is a correct exhibit of all expenditures of the United States Coast and Geodetic Survey and of the Office of Standard Weights and Measures for the fiscal year ending June 30, 1894, and for all preceding years embraced within the limits of the law for making such expenditures, including all accounts rendered up to the close of business on January 31, 1895.

R. J. GRIFFIN,
Disbursing Agent United States Coast and Geodetic Survey.

Approved:

W. W. DUFFIELD,
Superintendent United States Coast and Geodetic Survey.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 325.

CAPT. JOHN L. BULLIS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Attorney-General looking to an appropriation to reimburse J. L. Bullis, Indian agent at San Carlos, for expenses incurred in the United States district courts.

FEBRUARY 19, 1395.—Referred to the Committee on Claims and ordered to be printed.

TREASURY DEPARTMENT, *February 18, 1895.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Attorney-General, under date of the 15th instant, looking to an appropriation of $600.15 to reimburse John L. Bullis, captain Twenty-fourth Infantry and acting Indian agent at San Carlos Agency, Ariz., for expenses incurred by him in the United States district courts of Globe and Solomonsville, Ariz., in a suit brought against him by one E. W. Kingsbury, an ex-Indian trader at said agency in 1891.

Repectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF JUSTICE,
Washington, D. C., February 15, 1895.

SIR: In 1891, Lewis Johnson, captain of the Twenty-fourth Infantry, commanded the United States troops at the military post at San Carlos, Ariz., and John L. Bullis, captain of the Twenty-fourth Infantry, was acting Indian agent at San Carlos Agency, Ariz., under appointment of President Cleveland. Suit was brought against these officers by an ex-Indian trader of said agency, E. W. Kingsbury, in the sum of $25,000 damages. Said Kingsbury had shipped, or sent away, while Indian trader, a box known to contain liquor from his store, in direct violation of instructions given him by the then acting agent, the said Captain Bullis. Captains Bullis and Johnson closed the store of said Kingsbury. This act was approved by the Honorable Commissioner of Indian Affairs.

The suit was brought in the second judicial district, Territory of Arizona (comprising Gila and Graham counties), at Globe, Gila County. The court in Gila was held near the reservation and near to a large camp of miners, whose sympathies were with the ex-trader, Kingsbury.

The suit at that place, through witnesses and jurors selected from the vicinage, it was believed, would not do justice to the interests of the United States, which would be responsible for any judgment obtained against the army officers for their official acts.

The Department of Justice had instructed Thomas F. Wilson, under section 299, to undertake the defense of the officers mentioned, who, upon receipt of this information, placed the facts before the United States attorney for Arizona. The attorney asked the officers to secure the services of W. H. Griffin, at Globe, to file a demurrer and general denial answer to the complaint, because the said Wilson could not arrive in time to make answer to the complaint and prepare for trial. In order to secure the services of Mr. Griffin payment was made to him of counsel fee amounting to $150, voucher for which is in possession of the Department. Application was made to the court for a change of venue, and copy of the notes of testimony taken on the hearing for change of venue and evidence therefor being filed by the defendants and resisted by the plaintiff on November 3, 1891, in the town of Globe, amounting to forty pages of typewritten matter, are filed in the Department of Justice, together with all the vouchers connected with the expenses herewith submitted. The court decided that "on the statement of the evidence heard that a change of venue ought to be granted," and thereupon trial was directed at Solomonsville. "The costs incident will be taxed to the defendants." The costs amounted to $600.15.

The affidavit of Captain Bullis, June 24, 1893, at Fort Bayard, N. Mex., sets forth that these costs were actually paid in lawful money of the United States out of his own personal funds, each item being explained and the amount stated of the cost on each item seriatim.

After the change of venue the case was brought at the March term of the district court, second judicial district of the Territory, for 1892, sitting in and for the county of Graham, at Solomonsville, Ariz. Defendants' demurrer to the amended complaint of the plaintiff was filed April 13, 1892. On April 21, 1892, the plaintiff was ordered to make and file a bond for costs in the suit, the same to be approved by the clerk of said court, within ten days. The plaintiff failed to file said bond within the specified time. Thereupon the attorneys for the defense moved that the suit be dismissed. It was dismissed on said motion.

The present Indian trader at San Carlos, Ariz., Mr. Ohl, states that the ex-trader, Kingsbury, is not worth anything; therefore it would be useless to bring an action against him for costs, etc., of the suit.

In the itemized account there is a charge of $199.10, "E. J. Edwards, attorney for plaintiff, costs in the suit." This item, with other costs, was necessarily paid by Captain Bullis before change of venue could be effected. The vouchers and explanatory documents are voluminous. They are on file in this Department. The expenses were necessarily incurred by the defendant Bullis in defending the interests of the United States. It appears to be a just claim.

You are therefore respectfully requested to transmit this account to Congress at the present session that an appropriation may be made in the sum of $600.15 for its settlement.

Papers attached herewith are marked A, B, C, D, and E. [Originals filed with Treasury Department.]

Very respectfully,

RICHARD OLNEY,
Attorney-General.

The SECRETARY OF THE TREASURY.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 326.

JACOB ECKERT.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

Without his approval House bill No. 6244, entitled "An act to remove the charge of desertion from the military record of Jacob Eckert."

FEBRUARY 20, 1895.—Referred to the Committee on Military Affairs and ordered to be printed.

To the House of Representatives:

I return herewith, without approval, House bill number 6244, entitled "An act to remove the charge of desertion from the military record of Jacob Eckert."

This bill directs the Secretary of War "to cause the records of the War Department to be so amended as to remove the charge of desertion from the service-record of Jacob Eckert, of New Philadelphia, Ohio, late a private in Company B, Fifty-first Ohio Volunteer Infantry, and to grant an honorable discharge to said Jacob Eckert from the service of the United States Army as of date when said company was mustered out of service."

The regiment and company to which this soldier belonged, except such members as reenlisted as veterans, were mustered out of the service October 17, 1864.

Jacob Eckert did not reenlist and was not mustered out with his comrades for the reason that he was then under arrest on a charge of desertion.

In November, 1864, he was tried by a general court-martial and convicted of having deserted on the 1st of September, 1864, and again on the 2d day of September, 1864. Upon such conviction he was sentenced to forfeit all pay due him from September 1st, the date of his first desertion, until the expiration of his term of service, to be dishonorably discharged, and confined at hard labor for twelve months.

This sentence was approved by the reviewing authority, and I assume the convicted soldier served his term of imprisonment, since the statement contained in the report of the House committee to whom this bill was referred, that he was dishonorably discharged in 1865, can be accounted for in no other way.

It seems to me that the provisions of this bill amount to a legislative reversal of the judgment of a regularly constituted court, and a legislative pardon of the offense of which this soldier was convicted.

If this doubtful authority is to be exercised by Congress, it should be done in such a manner as not to restore a man properly convicted and sentenced as a deserter, without even the allegation of injustice, to the rights of pay, allowances, and pension belonging to those who faithfully and honorably served in the military service of their country according to the terms of their enlistments.

GROVER CLEVELAND.

EXECUTIVE MANSION, *February 19, 1895.*

[H. R. No. 6244. Fifty-third Congress of the United States of America; At the Third Session, Begun and held at the City of Washington on Monday, the third day of December, one thousand eight hundred and ninety-four.]

AN ACT To remove the charge of desertion from the military record of Jacob Eckert.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized and directed to cause the records of the War Department to be so amended as to remove the charge of desertion from the service record of Jacob Eckert, of New Philadelphia, Ohio, late a private in Company B, Fifty-first Ohio Volunteer Infantry, and to grant an honorable discharge to said Jacob Eckert from the service of the United States Army as of date when said company was mustered out of service.

CHARLES F. CRISP,
Speaker of the House of Representatives.

A. E. STEVENSON,
Vice-President of the United States and President of the Senate.

I certify that this Act originated in the House of Representatives.
Attest:

JAMES KERR, *Clerk.*
By T. O. TOWLES, *Chief Clerk.*

O

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 327.

WASHINGTON AQUEDUCT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A communication from the Chief of Engineers relative to the Washington Aqueduct; also draft of a bill authorizing the sale of certain lands pertaining thereto.

FEBRUARY 20, 1895.—Referred to the Committee on Public Buildings and Grounds and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., February 19, 1895.

SIR: I have the honor to transmit herewith a report dated the 15th instant from Col. George H. Elliot, Corps of Engineers, the engineer officer in charge of the Washington Aqueduct, inviting attention to the fact that certain buildings, the property of Margaret Shugrue and Caroline Lochboehler, encroach upon the Government land pertaining to the aqueduct, plats of the encroachment and correspondence bearing on the subject being inclosed with said report, and recommending that in view of the facts recited by him action be taken by Congress permitting the sale of the land involved to the parties named, and to which end he submits the accompanying copy of a bill authorizing such sale.

I concur with the the Chief of Engineers in the views of the engineer officer, and accordingly submit the matter with recommendation for favorable action.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE WASHINGTON AQUEDUCT,
Washington, D. C., February 15, 1895.

GENERAL: Before my retirement from this office and from active service, I desire to invite attention to the encroachments of buildings belonging to Margaret Shugrue and Caroline Lochboehler on the Government lands pertaining to the Washington Aqueduct.

The encroaching buildings of Margaret Shugrue consist of a small frame dwelling, which is partially, and a cow stable which is wholly, on Government land. The place is on the Conduit road, about 3 miles from Washington, near Culvert 24, and about halfway between the upper and lower reservoirs.

The encroaching building, belonging to Caroline Lochboehler, is a small brick dwelling house, a portion of which is on Government land. It is on the Conduit road, near Culvert 26, about 2½ miles from Washington, and just above the distributing reservoir.

These encroachments were developed by a survey that I caused to be made in 1890 of the lands pertaining to the aqueduct between the two reservoirs, the result of which survey I reported to the Department November 5, 1890.

I inclose appended hereto plats of the encroachments and copies of letters addressed to me, stating the circumstances under which the encroachments were made. They are:

A letter from the late Michael Shugrue, husband of Margaret, dated September 26, 1890;

A letter from Margaret Shugrue, dated February 3, 1895, and

A letter from Mrs. Caroline Lochboehler, dated September 19, 1890.

From several years' knowledge of these persons, and of the absence of boundary stones on the boundary lines of the aqueduct land pertaining to the Conduit road, that existed for many years, I am satisfied that the statements in these letters are essentially correct, and that the encroachments were innocent and not fraudulent or with any evil intent.

Sales to them of the small tracts described containing the improvements of these persons would not in the slightest degree be detrimental to the Washington Aqueduct, and I recommend that a bill in the form herewith be submitted to Congress at this session with recommendation for favorable action. This bill is substantially in the form of an act authorizing the sale of title of the United States to a tract of land on the Conduit road near Cabin John Bridge to William H. and George Bobinger, approved January 26, 1895.

A inspection of the plats will show that the land proposed to be sold to Mrs. Shugrue is only the portion of her house lot that is on Government land and does not include the land covered by her cow stable. She is willing and will be obliged to remove the latter to her own farming land in rear of her house.

Very respectfully, your obedient servant,

GEORGE H. ELLIOT,
Colonel of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A., Washington, D. C.

[First indorsement.]

OFFICE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
February 16, 1895.

Respectfully submitted to the Secretary of War.

Colonel Elliot reports that buildings belonging to Margaret Shugrue and Caroline Lochboehler are partly on Government land pertaining to the Washington Aqueduct, and have been for about twenty years. He is satisfied that the encroachments were innocent and not fraudulent or with any evil intent.

He has submitted herewith plats showing the encroachments, and a bill authorizing sales to the above parties of two small tracts described therein, and on which the buildings encroach.

He recommends that this bill be submitted to Congress at this session with recommendation for favorable action, and I concur in his recommendation.

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

SEPTEMBER 26, 1890.

SIR: I beg leave to acknowledge the receipt of your letter of a recent date concerning my occupation of Government land on the Conduit road, and in reply would state that I have been guided by the recommendation contained therein, and the surveyor employed by me agrees that the land, upon which my buildings are, belongs to the Government.

Eighteen years ago I bought this land, and had a survey made. Mr. Casey, from whom I purchased, pointed out the boundary stones, and I was informed by the surveyor that my land extended parallel with the road, in the direction of the culvert, to a large stone which marks the east boundary of the present site of my stables.

These buildings were erected at the time, 1873, and although during all these years, and especially while the buildings were in course of erection, the road immediately in front, and where a full view of the work going on might be had, was constantly traveled by the Government engineers and persons in the employ of the Washington Aqueduct, yet not the slightest intimation ever came to me that I was encroaching upon Government land. I do not make this statement for the purpose of attaching blame to engineer officers of the Government, but to convince you of my innocence of knowingly appropriating the land to my own use.

I would therefore respectfully request that it be borne in mind that I innocently occupy the Government land; that these buildings were constructed by me at a great expense, and that they are not yet paid for; that I am a poor man; dependent upon a small business for the support of myself and a large family, and that dispossession now means ruin for me.

In reaching a decision and finally disposing of this case I hope that you will deal with me as leniently as possible, and recommend some course by which I may be saved the expense of tearing down and removing what has been to me the work of a lifetime to build up.

Very respectfully,

MICHAEL SHUGRUE.

GEORGE H. ELLIOT,
Colonel of Engineers, U. S. A., Washington, D. C.

GEORGETOWN, D. C., *February 3, 1895.*

SIR: I would respectfully request that you recommend to the Congress of the United States that an act be passed allowing me to purchase that portion of land (about one-fourth of an acre) upon which my house on the Conduit road is located.

In former communication I recited to you the facts concerning this occupation, which were about as follows: About twenty years or more ago, my husband (now dead) purchased this land; a survey was made, and on the strength of the metes and bounds, as designated by the surveyor, this house was erected upon its present site. During the time of construction Government engineers passed the road daily within full and close view of the building, but no question as to my right was ever raised; in fact, for many years I was permitted peaceably to occupy this land, to improve both the house and surroundings, without a suspicion of any question as to my right. Within the last three years a survey ordered by yourself developed the fact that I had located on land belonging to the Government, but I would respectfully state that it was without knowledge of the true facts in the case.

In view of the foregoing statement, I would most earnestly request that you recommend to Congress that an act be passed permitting me to purchase said land at such fair and reasonable price as may be determined upon.

Respectfully,

MARGARET SHUGRUE.

GEORGE H. ELLIOT,
Colonel, United States Army, Washington, D. C.

WASHINGTON, D. C., *September 19, 1890.*

DEAR SIR: Your courteous favor of the 6th instant was duly received with respect to a recently ascertained encroachment on United States land located on the Conduit road, West Washington, which consists in this: That the house on the land belonging to Caroline Lochboehler extends over the line and upon the Government reservation about 7 feet and 4 inches.

As to this, it seems proper for me to state that when the house was built the property belonged to John Hoover, and that title has passed through Gonzaga College, John W. Belt, and John Humphrey to the present owner.

With respect to your kind suggestion that I might satisfy myself of the correctness of your recent survey by employing my own surveyor, I will say that as I entertain no reasonable expectation that your survey would be found in error, I do not feel justified in incurring the expense incident to a supplementary survey. The

probability is that the original owner of the property (Mr. Hoover), who is now dead, was misled by some person who assumed to know where the correct line was.

Under all the circumstances, and in view of the expense and probable injury to the building if it were moved back to the line now ascertained to be correct, I trust the Government will not decline to deed, for a fair and just consideration, the small strip necessary to place the building outside the reservation.

I also desire to call attention to the fact that the small triangular piece or reservation lying in front of the property and extending to a point near the reservoir, and upon which the encroachment exists, appears to be of no practical use nor of any prospective use for Government purposes. On the other hand, it will undoubtedly prove to be a source of expense to the Government without adequate return.

In this view of the matter I desire to know whether the Government will permit a sale to the undersigned of the entire parcel of land for a just and reasonable consideration.

Thanking you in advance for favorable consideration and reference to the proper authorities,

I remain, sir, your obedient servant,

MRS. CAROLINE LOCHBOEHLER.

Col. GEO. H. ELLIOT,
Lieutenant-Colonel of Engineers, U. S. A.

A BILL authorizing the sale of title of United States to certain tracts of land in the District of Columbia to Margaret Shugrue and Caroline Lochboehler.

Whereas Margaret Shugrue and Caroline Lochboehler, of the District of Columbia, have been in the peaceable and uninterrupted possession of the tracts of land in said District hereinafter described by metes and bounds for a period of about twenty years, under claims of title and bona fide belief that the same were indefeasible and in them, and under that belief have made valuable improvements thereon; and

Whereas under recent surveys ordered by the engineer officer in charge of the Washington Aqueduct it has been discovered that title to said tracts is in the United States: Now, therefore,

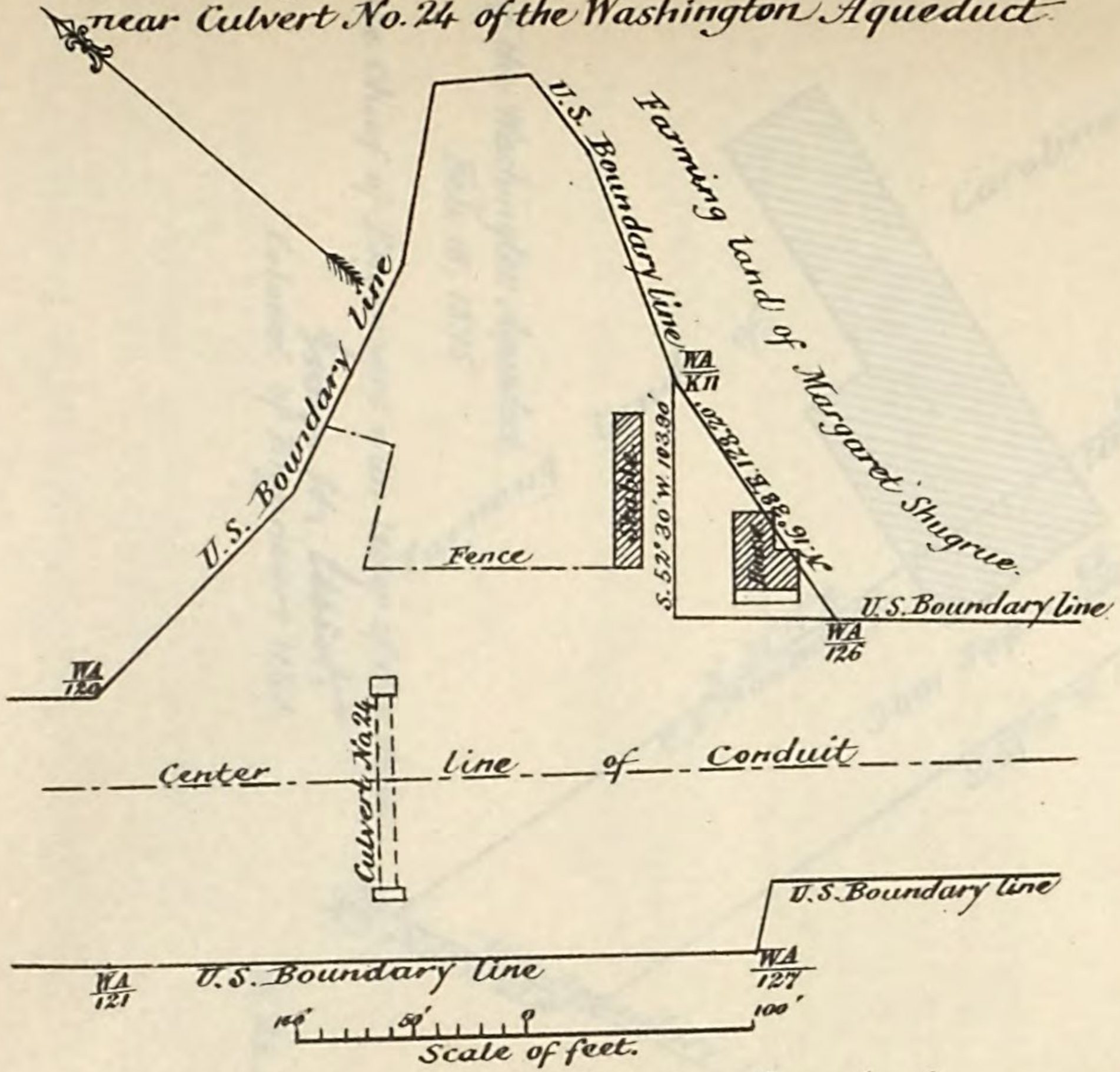
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and required to sell, grant, and convey unto Margaret Shugrue, of the District of Columbia, all the right, title, and interest of the United States in and unto all that tract of land in the District of Columbia hereinafter described, and to Caroline Lochboehler, of the District of Columbia, all the right, title, and interest of the United States in and unto all that certain other tract of land in said District of Columbia, also hereinafter described, at prices to be determined by the Secretary of War upon consideration of all the circumstances of the cases, which prices shall be exclusive of the values of the improvements on said tracts of land: *Provided*, That the Secretary of War shall be of the opinion that the said sales will in no wise be detrimental to the Washington Aqueduct: *Provided*, That the encroachments thereon were not fraudulent, and that the said Margaret Shugrue is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her, and that Caroline Lochboehler is the bona fide proprietor of the land adjacent to the tract hereinafter described that is to be sold to her.

Description of land to be sold to Margaret Shugrue.—Beginning at a stone marked "W. A. 126," on the line of the northerly boundary of the United States land, near culvert twenty-four of the Washington Aqueduct and running thence on said boundary north sixteen degrees and thirty-eight minutes east one hundred and twenty-eight and two-tenths feet to boundary stone $\frac{28}{\text{K. 11}}$; thence south fifty-two degrees and thirty minutes west one hundred and three and nine-tenths feet; thence south thirty-seven degrees and thirty minutes east seventy-five feet to the place of beginning, containing thirty-eight hundred and ninety-six square feet, or about eighty-nine one-thousandths of an acre.

Description of land to be sold to Caroline Lochboehler.—Beginning at a stone marked "W. A. K. 3," on the southerly side of the United States land, near culvert twenty-six of the Washington Aqueduct, and running south forty degrees and twenty-five minutes east twenty and two-tenths feet; thence south fifty-seven degrees and fifteen minutes west one hundred and forty-five and six-tenths feet; thence north sixty-three degrees west twenty-three and one-tenth feet to a stone marked "W. A. K. 2;" thence north fifty-seven degrees and fifteen minutes east one hundred and fifty-four and five-tenths feet to the place of beginning, containing three thousand and one square feet, or about sixty-nine one-thousandths of an acre.

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Plot of encroachments of improvements consisting of frame dwelling house, cow stable and fences belonging to Mrs. Margaret Shugrue on land of the United States near Culvert No. 24 of the Washington Aqueduct.

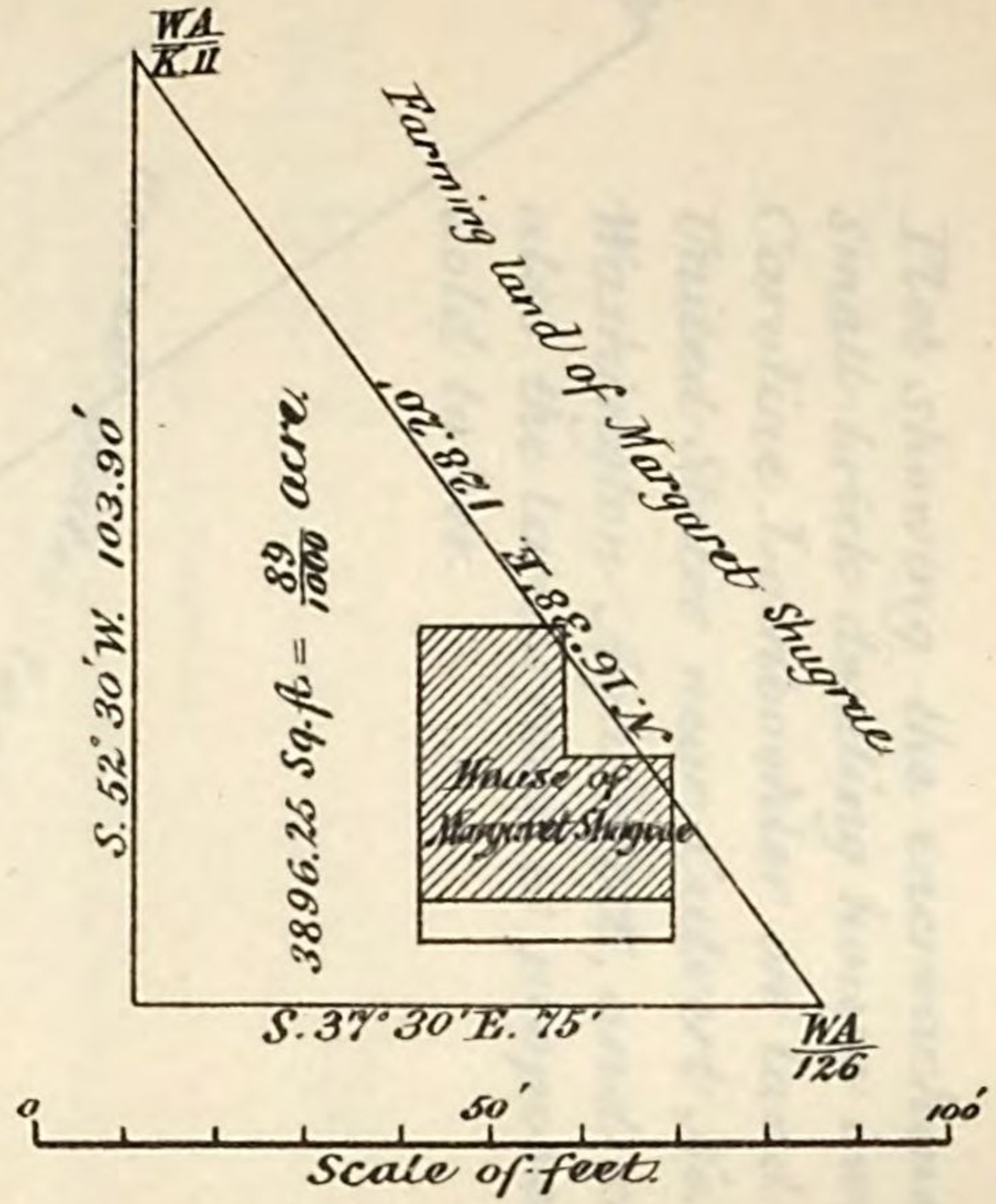


Office of the Washington Aqueduct,
Feb. 15, 1895.

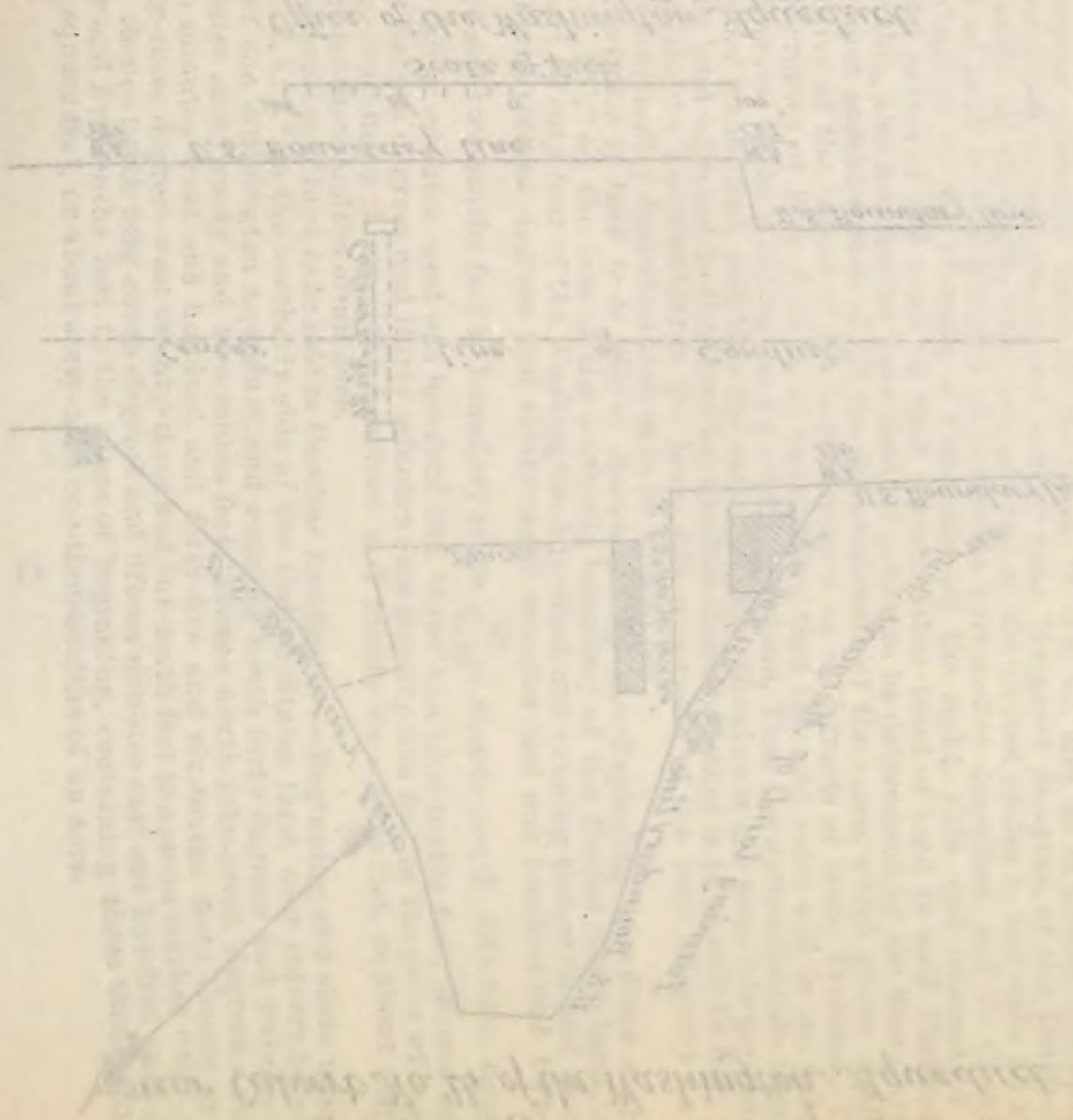
Sent to the Chief of Engineers with letter of this date.

Geo. H. Elliot.
Colonel of Engineers U.S.A.

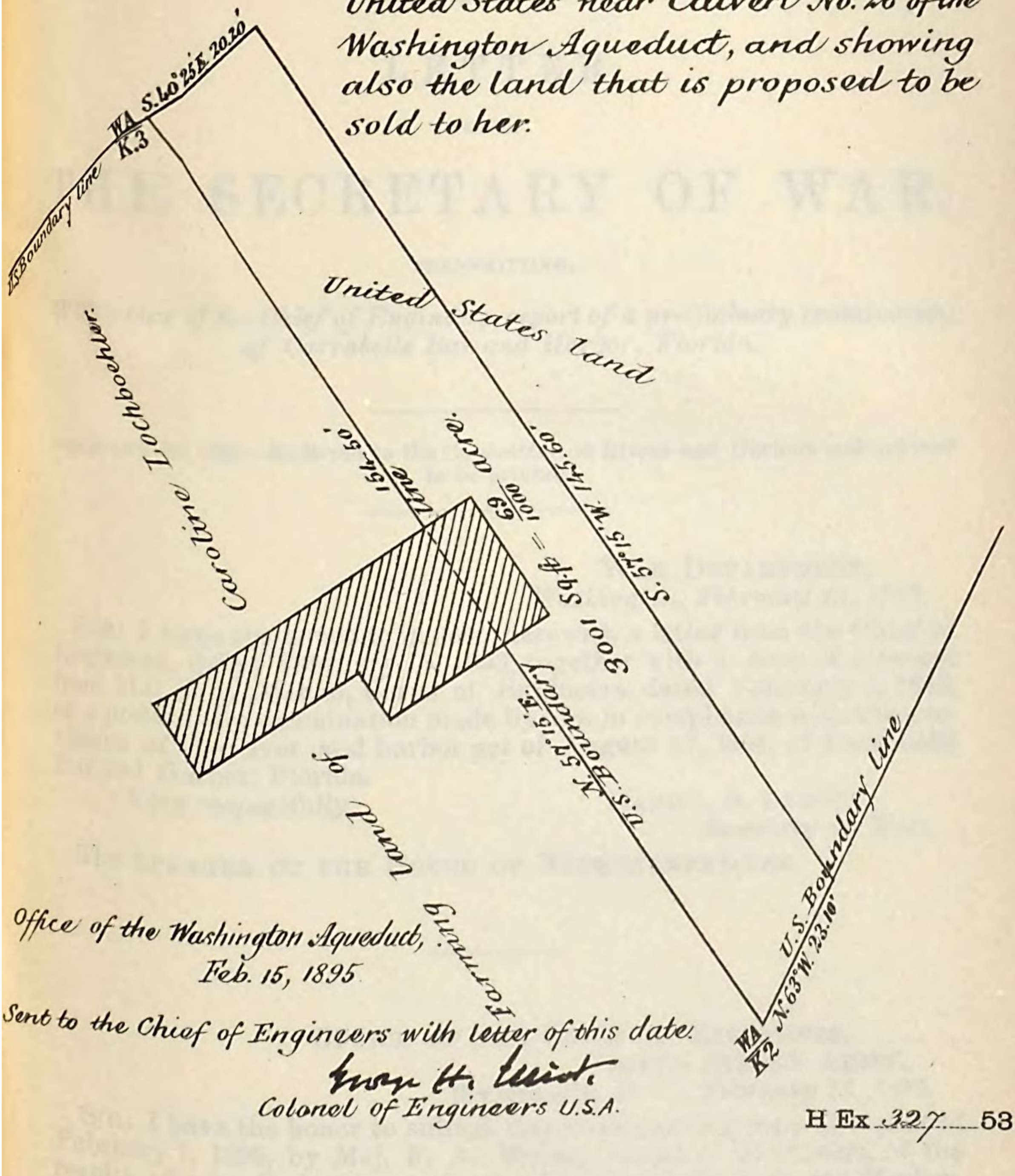
Plot of house lot of Mrs. Margaret Shugrue found encroaching on land of the United States near Culvert No. 24 of the Washington Aqueduct and proposed to be sold to her.



H Ex 327 53 3



Plot showing the encroachment of a small brick dwelling house owned by Caroline Lochboehler on land of the United States near Culvert No. 26 of the Washington Aqueduct, and showing also the land that is proposed to be sold to her.

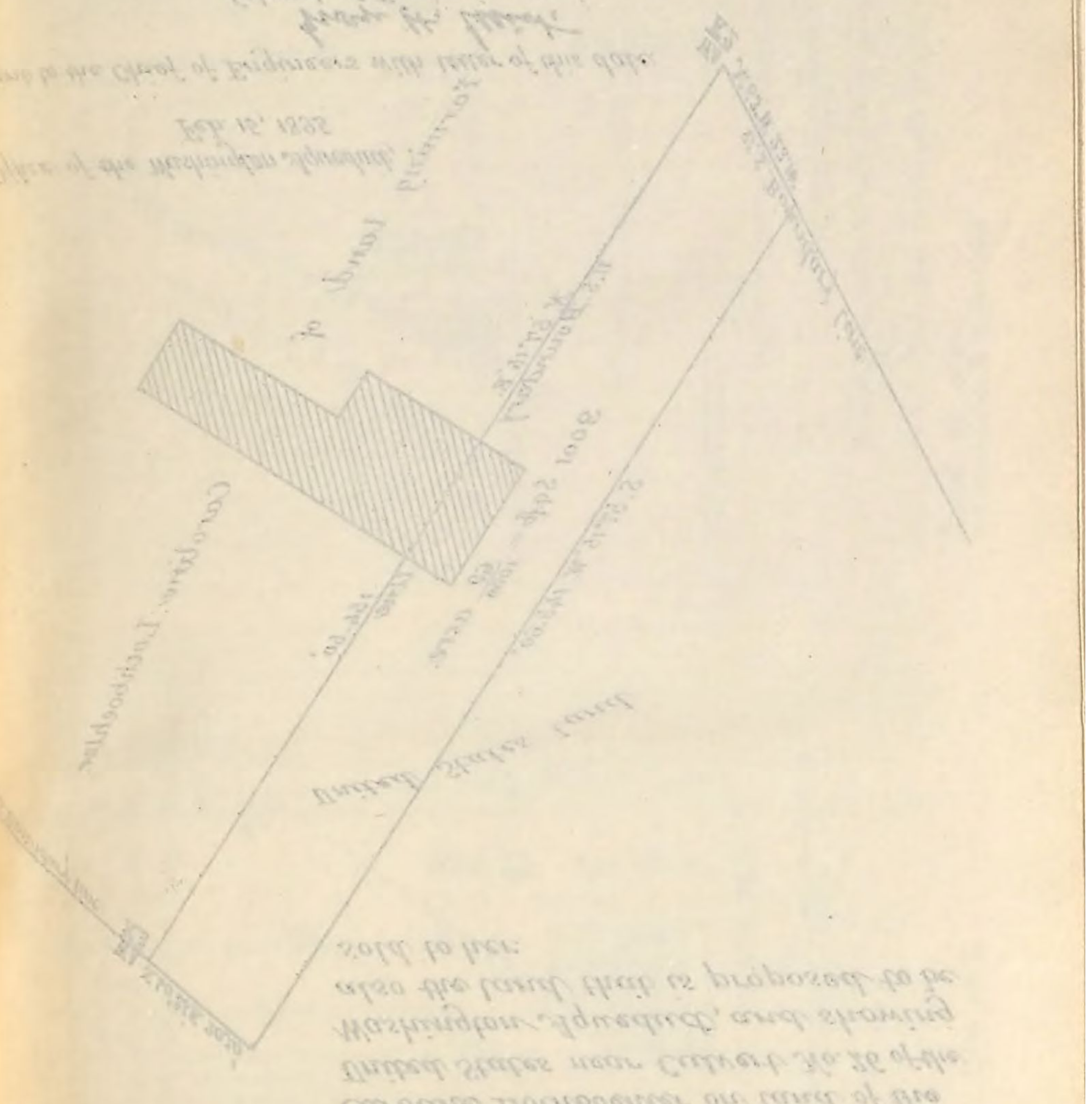


Office of the Washington Aqueduct,
Feb. 15, 1895

Sent to the Chief of Engineers with letter of this date.

Thos. H. Elliot.
Colonel of Engineers U.S.A.

H Ex 327 53 3



53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 328.

PRELIMINARY EXAMINATION OF CARRABELLE BAR AND HARBOR, FLORIDA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Carrabelle Bar and Harbor, Florida.

FEBRUARY 20, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 19, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 18, 1895, together with a copy of a report from Maj. F. A. Mahan, Corps of Engineers, dated February 7, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Carrabelle Bar and Harbor, Florida.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 18, 1895.

SIR: I have the honor to submit the accompanying copy of report of February 7, 1895, by Maj. F. A. Mahan, Corps of Engineers, of the results of a preliminary examination of Carrabelle Bar and Harbor, Florida, made to comply with provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Mahan, concurred in by Lieut. Col. Henry

M. Robert, Corps of Engineers, division engineer, and by this office, that the harbor is worthy of improvement at least to the extent of making a 10-foot channel from the mouth of Carrabelle River to the channel in the bay.

Major Mahan states that no further survey will be necessary, and that an estimate of sufficient accuracy can be made from existing charts.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CARRABELLE BAR AND HARBOR, FLORIDA.

UNITED STATES ENGINEER OFFICE,
Montgomery, Ala., February 7, 1895.

GENERAL: In the matter of the examination of Carrabelle Harbor called for by the river and harbor act of 1894 and referred to by your letter of August 20, 1894, I have to report as follows:

Carrabelle is much more advantageously situated for trade than is Apalachicola, on account of its being so much nearer the anchorage ground for seagoing vessels than is the latter place. It has also the advantage of communication with the interior by rail, which is not possessed by Apalachicola.

The commerce of the place is quite large, amounting to about $600,000 a year, and it will undoubtedly increase as additional facilities are given.

The country which would find its outlet through Carrabelle is rich in timber and naval stores, but the extra handling caused by the necessity of lighterage with vessels of small draft is a tax on the trade and prevents its development.

For details on this subject I would invite your attention to the report of Lieut. C. P. Echols herewith.

Lieutenant Echols places the cost of a survey at this point at $2,500. I do not think that it is necessary to expend this amount for a survey, as the character of the bottom of Apalachicola Bay is thoroughly well known, and an estimate of sufficient accuracy can be made directly from the charts.

* * * * * * *

I agree with Lieutentant Echols that this harbor is worthy of improvement, at least to the extent of making a 10-foot channel from the mouth of Carrabelle River to the channel in the bay.

Very respectfully, your obedient servant,

F. A. MAHAN,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers U. S. A.

(Through Col. H. M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

U. S. ENGINEER OFFICE, SOUTHWEST DIVISION,
New York, February 15, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons given by Major Mahan, I think the entrance of Carrabelle Harbor worthy of improvement by the United States, to the extent indicated in the report.

HENRY M. ROBERT,
Lieutenant-Colonel of Engineers,
Division Engineer.

REPORT OF LIEUT. CHAS. P. ECHOLS, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
Montgomery, Ala., February 6, 1895.

MAJOR: I have the honor to submit the following report upon the preliminary examination of Carrabelle, Fla., made under your direction on January 16–17, 1895.

This locality was the subject of an examination by Major Damrell in 1882, under the head of Dog Island Harbor and Crooked River. * * * (See p. 1314, Report of the Chief of Engineers for 1882.)

Carrabelle is situated on the Gulf coast of Florida, about 20 miles east of Apalachicola, at the mouth of the Carrabelle or Crooked River. It had a population of about 700 at the census of 1890, and now claims to have 1,000. A railroad from Tallahassee, which has been in operation for a year, connects at Carrabelle with a daily line of steamers to Apalachicola and a weekly line to Mobile, Ala. The former is the shortest passenger route from the interior to Apalachicola and the regular United States mail route to that place.

The mouth of the Carrabelle River constitutes the inner harbor of Carrabelle. For about 3,000 feet along the water front of the town, there is a channel varying from 9 to 15 feet in depth and having a width of 100 feet, the river in this distance having a total width of from 400 to 700 feet. A bar, 1 mile wide between the 10-foot contours, obstructs the entrance from the river into St. Georges Sound. The depth increases to 19.5 feet 1 mile farther out. The least depth at low tide is from 3 to 4 feet, and, in case of severe northerly winds, as little as 18 inches. The river bed and the bar consist of compact sand to about the 14-foot outer contour. Beyond this the bottom is blue clay, which furnishes excellent holding ground for vessels.

The outer harbor, called Dog Island Harbor or Cove, is on the opposite side of St. Georges Sound, 4 miles from Carrabelle. It is capacious and has a maximum depth of 25 feet, and is almost landlocked by the crescent shape of Dog Island. The entrance from the Gulf to this harbor is to the westward of the island over a bar, which the pilots say has now a least depth of 19.6 feet. The outer harbor needs no improvement.

The present traffic over the inner bar of the port is carried on by tugs of 3 to 5.5 feet draft, serving lighters for lumber and other freight; the Gulf Terminal and Navigation Company's daily freight, mail, and passenger steamship line to Apalachicola, the vessels having a draft of 4 feet; the same company's weekly steamship line to Mobile, with a draft of 5 feet; and the Fish and Oyster Company's light-draft fishing boats, for use on the inner fishing banks.

The chief business dependent upon navigation is the lumber trade. During 1894 about thirty-five deep-sea lumber vessels were loaded in Dog Island Harbor from Carrabelle. The exact number could not be obtained, as vessels loaded at Carrabelle are entered at Apalachicola, together with those of the latter place.

There are at present in operation seven lumber mills, which will ship through Carrabelle. Their output is placed at 49,500,000 feet per annum, valued at $495,000.

The Gulf Naval Stores Company has a business of $70,000 per annum.

The Fish and Oyster Company a business of $9,000 per annum.

A Philadelphia cross-tie company has recently been put in operation; no data in regard to it have been obtained.

The present business of Carrabelle is estimated at about $600,000 per annum.

The following facts are to be considered in connection with any intended improvement:

Dog Island Cove is the best natural harbor of refuge between Pensacola, 180 miles to the west, and Tampa, 200 miles to the southeast.

The nearest points on the Gulf Coast reached by rail from the interior are Pensacola, 180 miles to the west, and Cedar Keys, 100 miles to the southeast. (The old road from Tallahassee to St. Marks is valueless from a commercial standpoint.)

The fishing business of Carrabelle is confined at present to the inner banks. A 10-foot channel into Carrabelle would allow the business to be carried on at the outer banks. As it is, the vessels using the outer banks have to carry their catch to Pensacola.

The Carrabelle, Tallahassee and Georgia Railroad is locating an extension of its line from Tallahassee to Thomasville, Ga. This will connect Carrabelle with two interior trunk railway lines.

The Gulf Terminal and Navigation Company state that the trade of their Mobile line requires a larger vessel, and that they will obtain one as soon as a deeper channel makes its use practicable.

There is ground to believe that any dredging done would be reasonably permanent, as Carrabelle River is little more than an estuary draining swamp lands, and carries almost no sediment. The entrance is protected from Gulf storms by the outlying islands, except on the northeast, and, in this direction, off the east end of Dog Island there are a number of reefs and sand bars which begin about 15 miles from Carrabelle, have a least depth of 3 feet, and serve to partially break the waves before they enter St. Georges Sound.

The channel over the inner bar is too shallow for its present uses and is very crooked. Traffic is dependent on the tide and at times the lighters are detained within the river for days, thus entailing demurrage on the lumber companies.

The improvement desired is the dredging of a channel that will allow the lumber and other vessels to be loaded at the docks in the river, in order to do away with the expense of rehandling. * * *

I consider this harbor to be worthy of improvement to the extent of dredging a channel across the bar and 3,000 feet up the river, 10 feet in depth and 100 feet in width, with suitable side slopes.

* * * * * * *

The cost of a survey is placed at $2,500.

Very respectfully, your obedient servant,

CHAS. P. ECHOLS,
Second Lieutenant, Corps of Engineers.

Maj. F. A. MAHAN,
Corps of Engineers, U. S. A.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 329.

CONTINGENT EXPENSES, WAR DEPARTMENT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A detailed statement of the receipts and expenditures of the War Department for the fiscal year ended June 30, 1894.

FEBRUARY 21, 1895.—Referred to the Committee on Expenditures in the War Department and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., February 19, 1895.

SIR: In compliance with law (Section 193, Revised Statutes), I have the honor to transmit the inclosed statements of the receipts and expenditures during the fiscal year ending June 30, 1894, on account of appropriations for contingent expenses of the War Department.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Report of the receipts and expenditures on account of the appropriation for the contingent expenses of the War Department for the fiscal year ending June 30, 1893, by the disbursing clerk, during the year ending June 30, 1894.

Date.	To whom paid.	On what account.	Amount.
1893.			
July 17	Washington Gas Light Co	Gas	$35.75
17	Little, Brown & Co	Books	6.25
17	Murray & Barker	Shoeing horses	36.50
17	United States Express Co	Freightage	2.00
17	John Byrne & Co	Book	9.00
17	John Mangan	Shoeing horses	3.00
17	John C. Parker	Typewriter, stand, etc	64.50
17	Isaac Young	Cleaning rooms	4.50
17	Richard H. Willet	Lumber	121.87
17	J. Baumgarten & Sons	Numbering machine	18.00
17	Joseph A. Kolb	Repairing furniture	91.00
17	Mutual District Messenger Co	Rent night watchbox	1.50
17	Geo. W. Knox Express	Freight	12.91
17	Washington Gas Light Co	Gas	34.63
17	Hammond Typewriter Co.	Typewriter	68.00
18	John T. Donn & Son	Repairing furniture	83.50
18	Helphenstine & Cluss	Brushes, borax, etc	8.10
19	Geo. Ryneal, jr	Paint	1.08
20	Thos. J. Luttrell	File laces	4.10
20	F. A. Schneider	Hardware	16.67
20	Wm. Ballantyne & Sons	Books and magazines	218.51
21	C. Barnwell Robinson	Veterinary services	22.25

Contingent expenses of the War Department for fiscal year ended June 30, 1893, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1893.			
July 21	M. G. Copeland & Co	Awnings, etc	$67.96
21	Transparent Ice Co	Ice for June	161.77
22	J. Baumgarten & Sons	Repairing numbering machine	2.00
22	James B. Lambie	Hardware	43.90
22	Shoemaker & Busch	Camphor, soap, etc	43.50
25	Richard H. Willet	Lumber	100.68
25	C. R. Carver	Steel gears and keys	35.20
25	Chas. E. Munroe	Indexes	20.00
25	United States Express Co	Freightage	17.85
26	Wyckoff, Seamans & Benedict	Typewriters, etc	274.33
26	John McDermott & Bro	Rubber-tire truck	50.00
27	Royce & Marean	Maintenance of clocks	8.75
27	Smithsonian Institution	Transportation of exchanges	1.10
27	W. H. Lowdermilk & Co	Books	200.60
28	Mrs. M. A. Weaver, proprietor	Washing towels	33.23
29	Adams Express Co	Freightage	88.95
29	Hudson Importing Co	Magazine	.75
29	Newman & Son	Repairing caligraph, etc	11.10
29	George M. Shaefer	Paste	2.25
Aug. 1	W. H. Houghton Manufacturing Co	Chairs	30.00
1	E. W. Woodruff	File boxes and cabinet	218.80
1	F. Petersen	Carpet and matting	92.40
2	Kate Field's Washington	Advertising	45.36
2	Washington News Publishing Co	do	30.22
2	New York Times Publishing Co	do	61.50
2	A. S. Abell Co	do	25.50
2	The Evening Post Publishing Co	do	21.00
2	The Republic	do	1.80
2	The Herald Publishing Co	do	9.00
2	James Magee	Paste	2.00
3	Valks Tribune	Advertising	11.25
3	The Globe Newspaper Co	do	19.50
3	The Republican Co	Advertising	4.50
3	Smithsonian Institution	Transportation of exchanges	2.15
4	The Washington Post Co	Advertising	45.78
4	The Record Publishing Co	do	38.40
4	The Boston Herald Co	do	10.50
4	W. D. Glenn	Repairing clocks	5.50
5	Thos. Somerville & Sons	Cast-iron pipe, etc	84.40
7	The Press Publishing Co., New York World.	Advertising	24.00
8	The Sunday Herald	do	19.85
8	The Washington Post Co	do	14.83
9	The Washington News Publishing Co.	do	2.80
10	The Times Publishing Co	do	49.20
11	The New York News Publishing Co	do	27.00
11	John T. Donn & Son	Bookcase, etc	112.50
12	James S. Topham	Repairing mail bag	1.80
14	Macmillan & Co	Dictionary	2.81
15	Rev. Wm. C. Winslow	Book	5,00
16	W. B. Moses & Sons	Furniture	73.50
18	W. A. Pate	Shovels, etc	19.00
18	W. H. Houghton Manufacturing Co	Furniture	286.00
21	Adams Express Co	Freightage	3.00
29	Gardiner G. Howland, treasurer	Advertising	35.10
Sept. 1	John T. Donn & Son	Repairing furniture	57.50
5	W. D. Glenn	Repairing clocks	8.50
5	Thos. Burgess	Ladder	7.20
8	The Evening Star Newspaper Co	Advertising	49.93
9	C. Schneider	Repairing safe lock	1.00
25	H. S. McGlue	Sand	1.60
28	Wm. Ballantyne & Sons	Books	59.56
Oct. 6	M. W. Beveridge	Water colors, etc	68.28
10	Albert L. Pitney	Shovels and saws	7.20
20	Wm. Ballantyne & Sons	Books	12.96
Dec. 7	Zellers & Co	Boiler and feed pump	1,846.00
12	The Evening Star Newspaper Co	Advertising	4.95
1894.			
April 16	The Republic	do	11.16
21	Henry A. Turner & Co	Chair	65.00
May 18	MacMillan & Co	Dictionary	2.81
	Total		5,666.34

Balance of appropriation June 30, 1893	$8,167.94
Amount reimbursed from appropriation "board of ordnance and fortifications"	19.00
Amount reimbursed from appropriation "Chickamauga and Chattanooga National Park"	11.39
	8,198.33
Amount expended	5,666.34
Balance in Treasury	2,531.99

Report of the receipts and expenditures on account of the appropriation for the contingent expenses of the War Department for the fiscal year ending June 30, 1894, by the disbursing clerk during the year ending June 30, 1894.

Date.	To whom paid.	On what account.	Amount.
1893.			
July 15	Isaac Young	Stowing coal	$6.05
19	F. G. Bolles & Co	Electric fans	42.00
20	Thos. J. Luttrell	Cotton	10.75
21	Pay roll	Moving furniture	2.28
21	F. G. Bolles & Co	Electric fans	105.00
22	J. Baumgarten & Sons	Repairing numbering machines	2.00
22	J. Maury Dove	Coal	105.92
22	Charles Davenport	Shaving floors	3.75
22	James Goldsmith	do	3.75
22	J. A. Wortham	do	6.00
24	Royce & Marean	Electric fans	162.00
26	John McDermott & Bro	Repairing carriage, etc	59.25
28	Henry A. Clarke & Son	Typewriter and desk	180.00
29	James S. Topham	Repairing mail bags	5.50
29	Johnston & Kennedy	Repairing and covering chairs	5.00
29	Andrew Renz	Sharpening knives	3.00
29	Easton & Rupp	Letter boxes, etc	32.50
31	Springman's Express	Moving printing presses	5.00
Aug. 1	George Barrie	Book	10.00
1	Franklin Insect Fluid Co	Insect fluid	10.25
1	J. Veihmeyer & Son	Blue-stone blocks	30.00
2	Stephen H. Jecko	Copyholders	25.00
2	Kate Field's Washington	Advertising	5.32
2	Washington Sentinel	do	4.33
3	United States Naval Institute	Books	23.25
3	Isaac Young	Moving records	7.12
7	E. W. Woodruff	File holders	372.50
7	James & Magee	Paste	1.50
8	The Washington Post Co	Advertising	11.00
9	Benjamin Taylor	Plastering, etc	31.00
10	James C. Newton	Glazing	3.25
10	John McDermott & Bro	Repairing truck	20.00
10	George R. Seiffert, proprietor	Type cleaners	12.50
10	S. H. Jecko	Copyholders	10.00
10	W. W. Chambers	Livery of horses	40.00
10	Geo. W. Knox Express	Hauling	12.00
11	A. O. Hutterly	Cleaning army helmet	8.00
11	Little, Brown & Co	Books	1.75
12	Murray & Barker	Shoeing horses	33.00
12	John Morgan	do	3.25
15	Transparent Ice Co	Ice	210.15
15	F. G. Bolles & Co	Electric fans	243.80
15	Mrs. M. A. Weaver	Washing towels	27.46
16	F. A. Schneider	Book rack, etc	49.85
16	M. E. Mann	Cyclopedia	6.00
16	Helphenstine & Cluss	Borax and brushes	7.00
16	Washington Gas Light Co	Gas, etc	35.50
17	Geo. R. Seiffert, proprietor	Type cleaners	12.50
17	Charles Becker	Plate glass, etc	11.05
17	R. J. Shepherd	Engine oil	3.50
17	The E. F. Brooks Co	Repairing gas leak, etc	2.20
17	W. F. Tomlinson & Co	Plates for typewriter	8.00
18	W. A. Pate	Repairing harness, etc	51.90
18	S. H. Jecko	Copyholders	10.00
19	United States Electric Lighting Co	Electric current	30.00
21	Adams Express Co	Freightage	46.70
21	E. Morrison Paper Co	Strawboard	21.55
22	James A. Wortham	Moving	6.00
23	M. W. Beveridge	Cooler, etc	42.24
25	Isaac Young	Washing windows	9.00
28	John Byrne & Co	Books	115.70
28	Thomas J. Luttrell	Towels	495.00
28	Volks Tribune	Advertising	4.05
29	Washington News Publishing Co	do	7.04
30	J. L. Harmon	Subscription to Washington Post	28.78
30	S. H. Jecko	Copyholder	2.50
Sept. 1	John T. Donn & Son	Repairing chairs, etc	17.50
2	J. Baumgarten & Sons	Numbering machine	18.00
4	E. W. Woodruff	File holders, etc	517.00
5	W. D. Glenn	Repairing clocks	8.50
5	M. E. Mann	Cyclopedia	12.00
8	E. Waldecker	Advertising	4.75
8	The Evening Star Newspaper Co	do	10.00
9	Isaac Young	Washing windows, etc	15.25
9	W. F. Hewitt	Forage	149.46
11	John Mangan	Shoeing horses	4.50
11	A. D. Wilcox	Book	3.50
11	Joseph A. Kolb	Table and box	15.00

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1893.			
Sept. 12	Murray & Barker	Shoeing horses	$32.75
12	F. A. Schneider	Screws, etc	11.90
13	Samuel G. Eberly	Street-car tickets	85.80
14	C. Barnwell Robinson	Veterinary services	40.75
15	Transparent Ice Co	Ice	230.16
16	James A. Wortham	Striking and setting handsaws	2.00
19	George L. Sheriff	Coal	109.98
19	Isaac Young	Storing coal, etc	6.50
21	A. E. Kennedy	Repairing electric-bell battery	5.00
21	S. H. Jecko	Copyholders	17.50
21	W. W. Chambers	Livery, two horses	40.00
22	Shoemaker & Busch	Camphor and soap	119.00
22	John McDermott & Bro	Repairing	22.25
22	A. N. Thompson	Oaths and certificates	15.25
23	Isaac Young	Washing windows	3.90
23	Chas. T. Carter & Co	Brooms, etc	54.00
26	The Press Publishing Co., Publishers New York World.	Subscription to The World	7.00
27	Johnson Ellis	Sawing wood	7.00
27	Pay roll	Repairing carpets	25.00
28	Helphenstine & Cluss	Acid, etc	7.15
28	George R. Seiffert, proprietor	Type cleaners	35.00
28	John McDermott & Bro	Repairing mail wagons	68.00
28	W. A. Pate	Saddle, blanket, etc	30.95
28	J. H. Chesley & Co	Iron buckets, etc	17.24
28	United States Express Co	Freightage	18.70
28	Washington Gas Light Co	Gas	31.50
29	Easton & Rupp	Shelf boxes, etc	55.50
29	Andrew Renz	Sharpening knives	3.00
29	Henry A. Clark & Son	Repairing typewriter, etc	8.25
29	John McDermott & Bro	Repairing wagon, etc	75.50
29	E. W. Woodruff	Fileholders	500.00
30	United States Electric Lighting Co	Electric current	30.00
30	Richard H. Willet	White pine casing	70.00
30	W. A. Pate	Cotton waste	11.02
30	John T. Donn & Son	Making boxes, etc	162.00
30	Charles Becker	Paint, etc	3.00
30	Office Specialty Manufacturing Co	Files	12.00
30	Francis P. Harper	Books	11.25
30	W. H. Houghton Manufacturing Co	Staining wicker sofa	4.00
30	The Sun (New York)	Subscription to Daily Sun	4.68
30	The New York Times Publishing Co	Subscription to Daily Times	8.00
30	Wm. C. Morrison	Shoring up flooring	279.00
30	P. L. Thornton	Storing coal	13.56
30	United States Express Co	Freightage	18.70
30	Little, Brown & Co	Books	2.25
Oct. 5	Newman & Son	Repairing caligraphs	74.25
5	Sam'l G. Eberly, treasurer	Street-car tickets	35.10
6	M. W. Beveridge	Tumblers, etc	108.17
6	H. L. Cranford	Concreting	145.00
6	W. T. Galliher & Bro	Lumber	17.28
6	Daniel Shanahan	Paint brushes, etc	3.50
6	John W. Johnson	Washing windows, etc	3.40
6	Nordhoff & Knabe	Repairs on numbering machine	.75
10	Wyckoff, Seamans & Benedict	Typewriters, etc	160.93
9	George L. Sheriff	Coal	603.03
10	M. A. Weaver	Laundering towels	26.00
10	W. F. Hewett	Forage	143.34
10	John C. Parker	Repairing typewriter, etc	27.35
7	Mutual District Messenger Co	Rent of night-watch box	5.00
11	R. J. Shepherd	Engine oil	2.00
11	John Mangan	Horseshoeing	4.50
11	A. P. McElroy	Lumber	1.08
12	F. Petersen	Window shades, etc	97.41
12	James B. Lambie	Casters and oil cans	2.40
12	J. H. Chesley & Co	Brushes	5.28
12	The Oakley Soap and Perfumery Co	Soap, etc	178.70
12	Wm. Ballantyne & Sons	Books and magazines	501.16
13	United States Electric Lighting Co	Electric current	30.00
13	J. Edward Chapman	Coal and wood	174.25
13	Arthur W. Robson	Foreign transportation	1.00
13	Johnson Ellis	Sawing wood	6.00
13	George R. Seiffert	Type cleaners	12.50
14	Pay roll	Repairing carpets	42.50
14	G. P. Putnam's Sons	Book	5.00
14	W. F. Tomlinson & Co	Plates for typewriter	6.00
14	Edward P. Mertz	Combs, etc	34.75
14	Thomas J. Luttrell	Carpet thread and cotton	1.40
16	P. L. Thornton	Storing coal and wood	29.07
16	D. Rickenbacker	Repairing clock	5.00
16	V. C. Drain	Building platform	6.75

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Con'd.

Date.	To whom paid.	On what account.	Amount.
1893.			
Oct. 16	C. H. Raub & Co	Pearline	$1.62
16	Murray & Barker	Shoeing horses	26.50
16	Helphenstine & Cluss	Brush	1.25
17	George Ryneal, jr	Package gold leaf, etc	10.75
17	Tribune Association	Daily Tribune	14.10
17	W. D. Glenn	Repairing clocks	20.85
18	George R. Seiffert	Type cleaners	7.50
18	A. P. McElroy	Mounting map, etc	5.30
18	Samuel G. Eberly	Street-car tickets	9.98
18	W. H. Lowdermilk & Co	Books	39.00
19	Thomas J. Luttrell	Silk laces	3.00
19	Julius Bien & Co	Paper tubes for mailing atlases	18.00
19	W. C. Newton & Co.	Type case	.80
20	Fred S. Newman	Glass	6.50
20	F. A. Schneider	Chair casters, etc	24.65
20	Washington Gas Light Co	Gas	39.25
20	F. P. May & Co	Le Page glue	6.96
20	Andrew Renz	Sharpening knife	2.00
20	E. Morrison Paper Co	Binders' boards, etc	35.75
21	Isaac Young	Washing windows, etc	3.50
21	Austin, Nichols & Co	Matches	17.10
21	Macmillan & Co	Dictionary	2.81
21	United States Express Co	Freightage	21.05
21	Adams Express Co	.....do	13.05
23	Pay roll	Sewing carpet	21.00
23	Independent Ice Co	Ice	192.02
23	New York Times Publishing Co	Subscription to Daily Times	8.65
24	Little, Brown & Co	Book	1.75
24	Chesapeake and Potomac Telephone Co	Rent of telephones	341.70
25	George R. Seiffert	Type cleaners	15.00
25	Charles Williams	Storing coal	7.00
25	F. Petersen	Carpet, etc	145.69
25	W. B. Moses & Sons	Iron bed, etc	20.75
25	.....do	Chairs, etc	41.15
27	W. W. Chambers	Livery of horses	40.00
27	James & Magee	Paste	2.75
27	Mrs. M. A. Weaver	Washing towels	24.11
31	James S. Topham	Lock for mail bag	1.25
Nov. 1	The Smith Premier Typewriter Co	Repairing typewriter	6.25
1	John T. Dunn & Son	Repairing chairs, etc	11.50
1	.....do	Desk, etc	68.25
1	.....do	Table desk, etc	98.50
3	Johnson Ellis	Sawing wood	1.50
3	E. W. Woodruff	File holders	500.00
3	A. Worch	New spring in clock	1.75
4	Geo. E. Strobel	Repairing buckets, etc	2.25
4	Isaac Young	Taking down awnings, etc	3.00
4	Lena Deitz	Sewing carpets	8.00
7	Pay roll	Removing old matting	12.00
7	Wyckoff, Seamans & Benedict	Repairing typewriter, etc	51.73
8	A. N. Thompson	Administering affidavits	50
9	W. H. Lowdermilk & Co	Books	375.00
9	Holmes & Co.	Chair cushion, etc	3.63
10	Murray & Barker	Shoeing horses	28.25
10	Thomas J. Luttrell	Thread	1.00
10	George L. Sheriff	Coal	102.80
11	Washington Gas Light Co	Gas	67.00
11	Pay roll	Cleaning rooms	42.00
11	Charles Becker	Brushes, etc	3.00
11	W. W. Chambers	Livery of horses	40.00
11	Richard H. Willet	Lumber	60.27
11	Andrew Renz	Sharpening knives	6.00
11	Isaac Young	Washing windows	9.90
11	John Mangan	Shoeing horses	2.75
11	Wm. Ramsey	Repairing clock	3.50
11	John McDermott & Bro	Repairing carriages, etc	31.00
11	M. G. Copeland & Co	Awnings	21.50
13	F. Petersen	Carpets, etc	251.51
13	John C. Parker	Typewriter, etc	209.22
13	Pay roll	Sewing carpet	72.00
14	.....do	Making shelving	42.00
14	George E. Strobel	Tin box	2.50
15	John Moran	Repairing wash basin, etc	20.50
15	Smith Premier Typewriter Co	Repairing typewriter	9.00
15	United States Electric Lighting Co	Electric current	30.00
16	Samuel G. Eberly, treasurer	Street-car tickets	27.30
16	Western Union Telegraph Co	Official telegrams	.39
17	United States Naval Institute	Books	22.50
17	Isaac Young	Washing windows	5.80

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1893.			
Nov. 17	Walter F. Hewett	Forage	$139.60
18	George M. Schaefer	Paste	2.50
18	W. T. Galliher & Bro	Lumber	30.20
18	W. A. Pate	Horse blankets, etc	64.00
18	E. W. Woodruff	File holders	141.00
18	Independent Ice Co	Ice	161.90
20	J. H. Mills & Co	Inks, etc	90.32
20	J. C. Ergood & Co	Candles	4.68
20	Manhattan Supply Co	Hair sweeps	56.60
22	J. S. Topham	Repairing mail bag	1.00
22	Daniel Shanahan	Paints	3.00
22	....do	Brushes, etc	3.70
23	George Barrie	Book	10.05
23	Isaac Young	Washing windows	4.00
24	P. L. Thornton	Storing coal	5.00
29	Wyckoff, Seamans & Benedict	Typewriter, etc	94.87
29	Adams Express Co	Freightage	6.15
29	Smithsonian Institution	Transportation of exchanges	1.40
29	E. W. Woodruff	File holders	225.00
Dec. 1	Chas. J. Fanning	Repairing roof, etc	15.48
1	Wm. Muirhead	Steel dies for numbering stamp	2.50
1	Geo. W. Johnson	Packing radiator valves	3.00
1	Robinson, Chery & Co	Rubber coat	14.00
1	John C. Parker	Typewriter ribbons	127.00
1	Samuel G. Eberly, treasurer	Street-car tickets	7.80
1	M. W. Beveridge	Wash pitcher, etc	21.55
2	Office Specialty Manufacturing Co	Document files	6.00
2	H. D. Wade & Co	Stamp ink	27.00
2	Johnston & Kennedy	Leather cushion, etc	5.30
2	John T. Donn & Son	Washstand, etc	66.25
4	Wyckoff, Seamans & Benedict	Typewriter, etc	123.13
4	Andrew Renz	Sharpening paper cutters	5.00
4	F. Peterson	Carpets	231.57
4	Isaac Young	Washing windows	2.00
4	J. Edward Chapman	Coal	156.96
5	The American Automatic Protector Co	Automatic protectors, etc	12.00
5	Edward Thompson Co	Books	12.00
5	Kimon Nicolaides	Screen	7.00
5	P. L. Thornton	Storing coal	9.00
6	E. W. Woodruff	File holders	500.00
8	John C. Parker	Typewriter, etc	125.05
8	Edward P. Mertz	Chamois skins, etc	176.00
8	Adams Express Co	Freightage	23.83
8	A. E. Kennedy	Repairing electric bells, etc	3.50
8	Easton & Rupp	Typewriter ribbons	183.70
9	Murray & Barker	Shoeing horses	17.00
9	Zellers & Co	Kieley pump governor, etc	379.00
9	Tissot & Schultz	Brushes	40.80
12	Joseph A. Kolb	Transit box	25.00
12	Charles T. Carter & Co	Whisk brooms	18.80
12	J. C. Ergood & Co	Soap	17.00
12	Z. D. Gilman	Thermometers	11.70
12	W. D. Glenn	Repairing clocks, etc	15.50
13	George L. Sheriff	Coal	55.16
13	P. L. Thornton	Storing coal	3.75
13	James & Magee	Paste	5.50
13	Isaac Young	Washing windows	.60
14	Wm. G. Hoffman	Felt weather strip	14.40
14	George R. Seiffert	Type cleaners	35.00
15	W. T. Reed	Soap	4.50
15	Western Union Telegraph Co	Official telegram	.22
16	Walter F. Hewett	Forage	187.38
16	B. F. Guy & Co	Cleaning furnaces, etc	16.50
16	United States Express Co	Freightage	.35
18	Isaac Young	Washing windows, etc	4.80
18	John Mangan	Shoeing horses	2.25
19	James W. Dyre	Capital binders	12.80
19	James S. Topham	Mail bag	1.00
19	Geo. R. Seiffert	Type cleaners	15.00
19	Pay roll	Moving records	33.75
20	George Ryneal, jr	Benzine	5.15
20	Pay roll	Putting in boiler	1.12
20	P. L. Thornton	Storing coal	7.28
21	John T. Donn & Son	Repairing chairs, etc	55.50
22	John McDermott & Bro	Painting wagon, etc	102.25
22	Washington Gas Light Co	Gas	87.25
23	E. W. Woodruff	Fileholders	185.25
23	W. W. Chambers	Livery of horses	40.00
23	Joseph A. Kolb	Packing boxes, etc	16.00
23	Richard H. Willett	Lumber	10.47
26	R. M. Johnson	Repairing furniture	12.00

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1893.			
Dec. 26	United States Electric Lighting Co	Electric current	$30.00
26	John Wiley & Sons	Book	1.25
26	M. W. Beveridge	Filter, etc	15.70
26	Wm. Ballantyne & Sons	Books, etc	26.18
27	Isaac Young	Washing windows, etc	6.30
28	Independent Ice Co	Ice	149.03
28	E. W. Woodruff	File boards	25.00
1894.			
Jan. 2	George L. Sheriff	Coal	183.73
3	P. L. Thornton	Storing coal	8.80
4	H. J. M. Howard	Sheet packing, etc	22.18
4	John T. Donn & Son	Book shelves, etc	103.25
4	John W. Johnson	Washing windows	.80
4	F. Petersen	Carpet, etc	390.92
5	E. E. Bushnell	Typewriter prism	5.00
5	Andrew Renz	Sharpening knives	3.00
5	George Ryneal, jr	Oil, etc	61.95
5	J. Edward Chapman	Coal	153.87
5	R. J. Shepherd	Oil	2.50
5	Conrad Becker	Repairing harness	63.50
5	W. T. Galliher & Bro	Lumber	9.01
5	John C. Parker	Repairing typewriter, etc	46.65
5	Helphenstine & Cluss	Ammonia	.30
6	John Moran	Repairing roof, etc	43.85
6	E. Morrison Paper Co	Binders' supplies	45.65
8	Little, Brown & Co	Books	2.25
8	Charles Becker	Lead and shellac	4.40
9	John Mangan	Shoeing horses	6.00
9	Murray & Barker	do	36.75
9	Holmes & Co	Air cushion, etc	2.28
9	James B. Lambie	Iron buckets, etc	25.46
9	United States Electric Lighting Co	Electric current	30.00
9	Adams Express Co	Freightage	25.70
9	Macmillan & Co	Book	2.81
10	Manhattan Supply Co	Feather dusters	76.80
11	Fred. S. Newman	Glazing	6.35
11	Walter F. Hewett	Oats, etc	159.41
11	William Muirhead	Steel dies for numbering machine	4.50
11	W. W. Chambers	Livery of horses	40.00
11	American Automatic Protector Co	Protectors for telephone	20.00
11	Fosburg & Murray	Repairing lithograph press	2.00
12	John McDermott & Bro	Repairing carriage, etc	200.00
12	Washington Gas Light Co	Gas	126.50
12	W. H. Lowdermilk & Co	Books	29.75
12	Samuel G. Eberly, treasurer	Street-car tickets	15.60
12	Henry C. Hale	Map of army posts	2.00
13	Capital Steam Laundry	Washing towels	85.54
13	Newman & Son	Repairing caligraph	8.00
15	Lena Deitz	Repairing carpets	10.00
15	F. A. Schneider	Casters, etc	9.33
16	P. L. Thornton	Storing wood and coal	3.63
16	W. Andrew Boyd	Directories	95.00
18	P. L. Thornton	Storing coal	11.25
18	Smithsonian Institution	Transportation of exchanges	13.80
18	Wyckoff, Seamans & Benedict	Remodeling typewriter, etc	71.59
19	Smith Premier Typewriter Co	Typewriter, etc	122.25
20	John C. Parker	Cabinet, etc	44.00
20	P. L. Thornton	Storing coal	18.06
22	F. A. Schneider	Rope, etc	12.15
24	Easton & Rupp	Blank books, etc	35.00
25	John T. Donn & Son	File cases, etc	123.90
26	Office Specialty Manufacturing Co	Files, etc	30.00
26	Geo. L. Sheriff	Coal and wood	912.36
26	Samuel G. Eberly	Street-car tickets	11.70
26	John McDermott & Bro	Truck	50.00
26	W. Andrew Boyd	Directories	15.00
30	A. Worch	Repairing clock	1.00
30	Helphenstine & Cluss	Iodine	3.00
Feb. 6	R. J. Shepherd	Repairing paper cutter, etc	22.65
7	A. E. Kennedy	Repairing electric bells, etc	30.40
7	W. Andrew Boyd	Directories	25.00
8	William Ramsey	Repairing clock	2.00
8	W. B. Moses & Sons	Chair, etc	54.50
8	John C. Parker	Typewriter	85.00
8	Adams Express Co	Freightage	20.69
8	George R. Seiffert, proprietor	Type cleaner	2.50
8	James B. Lambie	Scales, etc	18.08
9	United States Express Co	Freightage	6.60
9	Julius Ben & Co	Mailing tubes	18.00
10	E. Morrison Paper Co	Binders' supplies, etc	58.75

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1894.			
Feb. 10	Chesapeake and Potomac Telephone Co.	Rent of telephones, etc	$364.70
10	John McDermott & Bro	Repairing carriage, etc	11.25
10	Millard Metzger	Paraffin	2.16
10	P. L. Thornton	Storing coal and wood	32.75
10	Royce & Marean	Repairing electric clock	8.75
10	E. W. Woodruff	File holders	500.00
10	Isaac Young	Washing windows	15.00
10	J. Edward Chapman	Coal and wood	178.63
10	United States Electric Lighting Co	Electric current	30.00
12	W. H. Lowdermilk & Co	Books, etc	67.65
12	Samuel G. Eberly, treasurer	Street-car tickets	78.00
12	George W. Knox Express	Hauling card paper	8.00
12	C. Schneider	Cleaning safe lock	2.50
12	George L. Sheriff	Coal	66.88
13	W. Andrew Boyd	Directories	20.00
13	W. D. Glenn	Repairing clocks	19.50
13	Conrad Becker	Reins, etc	10.00
13	Andrew Renz	Sharpening knives	6.00
15	E. W. Woodruff	File holders	30.00
15	J. O. Akers	Oak molding, etc	2.80
15	West Publishing Co	Books, etc	17.85
15	W. T. Galliher & Bro	Lumber	87.83
15	Walter F. Hewett	Forage	171.85
15	John T. Donn & Son	Repairing sofa, etc	91.00
15	....do	File case, etc	65.25
16	John Mangan	Shoeing horses	5.00
16	W. W. Chambers	Livery of horses	40.00
16	W. A. Pate	Horse blanket, etc	12.00
16	Washington Gas Light Co	Gas	131.75
16	Wyckoff, Seamans & Benedict	Typewriter, etc	103.62
16	Holmes & Co	Rubber horse cover, etc	7.03
17	United States Express Co	Freightage	2.15
17	Dr. H. C. Wood	Professional services	25.00
19	Murray & Barker	Shoeing horses	37.83
20	Western Union Telegraph Co	Telegrams	1.07
23	Isaac Young	Washing windows	3.60
23	George Ryneal, jr	Brushes, etc	10.48
23	Harry C. Hale	Map of Army posts	4.00
23	Wm. J. Hotz	Oil	28.60
24	Samuel G. Eberly, treasurer	Street-car tickets	39.23
26	John C. Parker	Repairing typewriter, etc	114.90
26	R. H. Willet	Lumber	36.61
28	Johnston & Kennedy	Laying carpet	4.50
28	C. B. Fenton & Co	Roller gum	40.00
Mar. 1	The Capital Publishing Co	Advertising	4.81
1	Belt & Dyer	Table legs, etc	3.50
1	M. W. Beveridge	Pitcher, etc	27.65
1	Independent Ice Co	Ice	289.39
1	Ward & Cunningham	Repairing furnace	9.50
2	E. J. Hillyard	Map case, etc	87.75
2	J. W. Boteler & Son	Umbrella stand	6.50
2	Charles L. Condit	Books	78.00
3	Wm. Ballantyne & Sons	Books and magazines	298.99
3	Adams Express Co	Freightage	6.50
3	Andrew Renz	Sharpening knives	4.50
3	George R. Seiffert, proprietor	Type cleaner	2.50
3	Johnson Ellis	Storing wood, etc	1.50
3	Frank Allen	Removing snow	1.50
3	J. H. Mills & Co	Type cases	4.00
5	United States Electric Lighting Co	Electric current	30.00
5	James B. Lambie	Copper wire, etc	9.36
6	John T. Donn & Son	Repairing chairs	72.00
6	A. Eberly's Sons	Repairing can	1.00
6	A. N. Thompson	Oaths and certificates	.25
7	M. E. Mann	Book	6.00
8	P. L. Thornton	Storing coal	14.45
9	S. G. Eberly	Street-car tickets	19.50
9	E. Morrison Paper Co	Binders' supplies	33.05
10	J. Edw. Chapman	Coal	164.41
14	A. E. Kennedy	Making electric connection	18.95
14	Julius Bien & Co	Mailing tubes	1.08
14	Smith Premier Typewriter Co	Typewriter platen	2.00
14	Smithsonian Institution	Transportation of exchanges	15.90
14	John Moran	Repairs to water cooler, etc	6.75
14	Isaac Young	Washing windows	4.90
14	E. W. Woodruff	File holders	52.16
15	Southern Historical Society	Magazine	3.00
16	Murray & Barker	Shoeing horses	26.75

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1894.			
Mar. 16	James J. Chapman	Files and folder	$5.55
16	John Mangan	Shoeing horses	3.75
16	W. D. Glenn	Repairing clocks	49.85
16	W. W. Chambers	Livery of horses	40.00
16	John McDermott & Bro	Repairs to vehicles	76.75
16	Little, Brown & Co	Books	1.75
16	Independent Ice Co	Ice	134.51
16	Washington Gas Light Co	Gas	125.25
17	Frank Allen	Labor	3.00
17	P. L. Thornton	Storing coal	12.42
19	J. C. Ergood	Candles	4.14
19	J. C. Newton	Glazing	7.10
19	F. Petersen	Curtains, etc	645.85
20	Austin, Nichols & Co	Matches	28.50
20	Manhattan Supply Co	Typewriter ribbons	117.50
21	George Goodacre	Moving boxes	.66
21	George L. Sheriff	Coal	312.35
22	P. L. Thornton	Moving records	.66
22	C. Schneider	Repairing locks	3.00
22	Little, Brown & Co	Books	28.25
22	A. Worch	Clock	4.50
23	Easton & Rupp	Blank books, etc	33.10
24	John T. Donn & Son	Making case	85.00
24	.....do	Making case, etc	60.50
24	.....do	Repairing case, etc	35.50
24	Wyckoff, Seamans & Benedict	Typewriter, etc	139.14
24	Andrew Renz	Sharpening knife	2.00
24	Samuel G. Eberly, treasurer	Street-car tickets	7.80
24	L. R. Hamersly & Co	Book	10.00
26	Pay-roll	Labor	10.14
26	Chas. Becker	Glazing, etc	27.85
26	Helphenstine & Cluss	Glycerin	1.35
26	M. A. Weaver	Laundering towels	55.37
26	Newman & Son	Repairs to caligraph, etc	38.50
27	Geo. R. Seiffert	Type cleaner	2.50
27	Wm. F. Reed	Soap, etc	9.40
27	West Publishing Co	Books	43.70
28	James & Magee	Paste	5.25
29	John C. Parker	Remodeling typewriter, etc	42.60
29	Wm. Ballantyne & Sons	Books and magazines	14.20
29	F. A. Schneider	Hardware	6.00
31	W. B. Moses & Sons	Table	17.00
31	.....do	Chairs, etc	115.65
31	West Publishing Co	Books	15.95
31	James B. Lambie	Hammer, etc	10.50
Apr. 3	United States Express Co	Transportation	3.45
4	Adams Express Co	.....do	9.00
5	Jas. C. Newton	Glazing	11.00
9	Thos. J. Luttrell	Thread	3.00
9	.....do	Desk cover	1.50
10	P. L. Thornton	Sawing wood, etc	3.00
10	Roy Coleman	Storing wood	.50
11	James W. Dyre	Capital binders	27.90
11	John Mangan	Horseshoeing	4.50
11	Chas. L. Condit	Books	90.00
11	W. W. Chambers	Livery of horses	40.00
11	Washington Gas Light Co	Gas	105.75
11	W. T. Galliher & Bro	Lumber	37.53
11	Independent Ice Co	Ice	159.55
11	E. W. Woodruff	File holders	39.20
11	F. G. Bolles	Repairing electric fans	9.75
12	W. A. Pate	Cotton waste, etc	22.48
12	S. Springmann	Hauling and freightage	2.01
12	Murray & Barker	Shoeing horses	24.50
12	United States Electric Lighting Co	Electric current	30.00
12	Lansburgh & Bro	Cotton	10.00
12	Macmillan & Co	Book	2.81
12	Conrad Becker	Harness dressing, etc	20.10
12	George Barrie	Book	10.00
12	Samuel G. Eberly, treasurer	Street-car tickets	48.98
12	Craig & Harding	Bookcase	25.50
13	John C. Parker	Typewriter cabinet, etc	37.60
13	The Burr Index Co	Index	28.50
13	Office Specialty Manufacturing Co	Transfer boxes	16.80
14	Newman & Son	Repairing caligraph	16.50
14	Wyckoff, Seamans & Benedict	Remodeling typewriters, etc	51.65
14	Richard H. Willet	Lumber	17.50
14	John Moran	Lowering trough	6.50
16	James J. Chapman	Silk cord	4.50
16	Little, Brown & Co	Books	1.75
18	T. H. S. Hamersly	Book	3.00

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1894.			
Apr. 18	P. L. Thornton	Storing coal	$9.80
18	W. D. Glenn	Clock, etc	18.00
18	Isaac Young	Washing windows	3.00
18	J. Baumgarten & Sons	Engraving, etc	17.00
19	Chesapeake and Potomac Telephone Co	Rent of telephones	398.50
20	F. Petersen	Carpet sweeper, etc	6.00
20	Pay roll	Moving books	21.19
21	Washington News Publishing Co	Advertising	2.12
21	John T. Donn & Son	Tables, etc	27.50
21	.....do	Cushions, etc	24.00
23	J. Edward Chapman	Wood and coal	175.95
23	United States Naval Institute	Books	22.50
23	Adams Express Co	Freightage	16.00
23	Samuel G. Eberly	Street-car tickets	17.55
23	Charles Becker	Paints, etc	7.83
24	United States Express Co	Freightage	2.65
24	Little, Brown & Co	Books	2.25
24	The Republic, Rufus H. Darby, publisher.	Advertising	7.20
28	Isaac Young	Washing windows	5.70
30	Walter F. Hewett	Forage	39.99
May 1	Ward & Cunningham	Cleaning sewer	3.00
1	Smithsonian Institute	Transportation of exchanges	26.70
1	Franklin Insect Fluid Co	Insect fluid	10.00
3	Smith Premier Typewriter Co	Repairing typewriter	11.75
3	J. H. Mills & Co	Distributor for press	4.50
3	John Moran	Cleaning	2.50
4	Chesapeake and Potomac Telephone Co	Moving telephone	4.70
4	E. Morrison Paper Co	Binder's supplies	53.18
5	Isaac Young	Washing windows	4.00
5	F. A. Schneider	Vise, etc	34.20
5	Chas. T. Carter & Co	Whisk brooms, etc	68.37
7	S. J. Haislett & Co	Putting up awnings	3.70
7	Pay roll	Cleaning	3.00
7	Joseph A. Kolb	Repairing furniture	33.75
7	Sam'l G. Eberly	Street-car tickets	19.50
8	The Houghton Co	Chairs	100.00
8	James S. Topham	Boxes	6.25
8	Geo. W. Knox Express	Hauling	3.00
9	E. W. Woodruff	File holders	157.50
9	C. D. Collins	Repairing lock	1.00
9	Royce & Marean	Repairing electric clocks	8.75
9	Fred S. Newman	Glazing	1.50
9	Andrew Renz	Sharpening knife	1.00
9	Edward P. Mertz	Combs, etc	119.75
9	.....do	Disinfectant, etc	1.50
9	P. L. Thornton	Labor	1.50
10	John C. Parker	Typewriter, etc	122.32
11	West Publishing Co	Books	18.00
11	John McDermott & Bro	Repairing wagon	72.75
12	James & Magee	Paste	6.50
14	John T. Donn & Son	Repairing chairs, etc	53.40
14	United States Electric Lighting Co	Electric current	22.85
16	The Manhattan Supply Co	Dusters, etc	65.60
16	Geo. P. Rowell & Co	Book	5.28
17	Shoemaker & Busch	Alcohol, etc	179.16
18	R. L. Brockwell	Labor	1.50
18	Walter F. Hewett	Forage	104.90
18	W. H. Lowdermilk & Co	Books, etc	46.25
19	F. Petersen	Carpet and matting	52.50
19	J. H. Chesley & Co	Brushes	5.28
19	Charles H. Williams	Storing coal	.70
21	Austin Nichols & Co	Matches and soap	28.52
21	J. Baumgarten & Sons	Repairing numbering machine	2.50
22	H. D. Wade & Co	Ink	27.00
23	M. E. Mann	Book	6.00
24	F. Petersen	Matting	77.78
24	Lansburgh & Bro	Cheese cloth	1.50
24	Wyckoff, Seamans & Benedict	Repairing typewriters	59.92
24	Wm. Ballantyne & Sons	Books, etc	23.98
24	F. P. May & Co	Glue	6.96
26	F. Petersen	Matting, etc	192.65
26	M. W. Beveridge	Umbrella stand, etc	61.38
26	Murray & Barker	Shoeing horses	21.25
26	Charles Jones	Labor	3.75
26	William Thornton	.....do	2.25
28	W. W. Chambers	Livery of horses	40.00
28	John Mangan	Horseshoeing	2.25
28	R. M. Johnson	Repairing chairs, etc	19.50
29	Koetzner Bros	Furniture polish	3.00

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1894.			
May 29	Joseph A. Kolb	Boxes	$12.00
31	Washington Gas Light Co	Gas	108.75
31	F. Petersen	Matting	84.15
31	Office Specialty Manufacturing Co	Files	6.00
31	Isaac Young	Washing windows	6.94
June 2	Independent Ice Co	Ice	151.56
2	John Byrne & Co	Books, etc	79.75
2	George E. Lemon, proprietor National Tribune.	Book	5.00
5	F. Petersen	Matting, etc	105.45
5	United States Electric Lighting Co	Electric current	26.84
5	Thomas Shorts	Labor	3.00
5	Pay roll	Labor	7.68
6	C. B. Fenton & Co	Roller composition	40.00
7	Samuel G. Eberly	Street-car tickets	66.30
7	W. H. Lowdermilk & Co	Books	75.00
7	P. L. Thornton	Storing coal	6.65
7	J. Baumgarten & Sons	Numbering machine	18.00
8	John C. Parker	Remodeling typewriter, etc	99.80
8	John McDermott & Bro	Carriage repairs, etc	95.00
8	Kohler Manufacturing Co	Moth powder	10.00
8	Johnson Ellis	Sawing wood, etc	3.50
8	J. F. Jarvis	Photographs	7.78
8	S. E. Thomason	Copyholder	17.50
8	Kate Tibbs	Labor	3.00
8	United States Express Co	Freightage	3.10
8	Union Iron Works, C. A. Schneider's Sons, proprietors.	Trough, etc	6.30
9	E. W. Woodruff	File holders	100.80
9	James B. Lambie	Padlock, etc	23.45
9	Walter F. Hewett	Forage	169.53
11	George L. Sheriff	Coal	59.51
12	Conrad Becker	Repairing harness, etc	74.90
13	Pay roll	Labor	9.00
14	J. Baumgarten & Sons	Numbering machine	18.05
14	Murray & Barker	Shoeing horses	24.20
14	Isaac Young	Washing windows	90
16	Little, Brown & Co	Books	1.75
16	Wm. T. Reed	Pearline, etc	3.16
16	Andrew Renz	Sharpening paper knives	4.50
16	John T. Donn & Son	Boxes, etc	44.75
16	George Ryneal, jr	Glass	22.00
16	E. Morrison Paper Co	Binders' supplies	13.20
16	Wyckoff, Seamans & Benedict	Typewriter heads, etc	178.00
18	Smith Premier Typewriter Co	Typewriters and stands	180.50
18	Edward Thompson Publishing Co	Book	6.00
18	Joseph A. Kolb	Labor, etc. (carpentry)	62.00
19	The Capital Publishing Co	Advertising	10.32
19	Pay roll	Labor	52.49
20	....do	....do	29.25
22	Washington Post	Advertising	45.56
22	The Morning and Sunday Herald	....do	8.98
23	A. S. Abell Co	....do	14.40
23	Evening Post Publishing Co	....do	28.75
23	Pay roll	Labor	6.50
25	....do	....do	124.69
25	The Republican Co	Advertising	6.50
25	The Globe Newspaper Co	....do	15.00
25	The Record Publishing Co	....do	26.00
25	Edward P. Mertz	Chamois skins	55.00
25	John T. Donn & Son	Boxes, etc	52.00
25	Pay roll	Labor	20.98
25	Easton & Rupp	Typewriter ribbons, etc	29.50
26	The Washington News Publishing Co.	Advertising	24.80
26	The Times Publishing Co	....do	24.00
26	The World	Advertising	33.80
26	Pay roll	Labor	64.90
28	Newman & Son	Typewriter cabinets, etc	103.00
28	Washington Gas Light Co	Gas	82.00
28	Washington Times Publishing Co	Advertising	26.10
28	Pay roll	Labor	17.08
28	John McDermott & Bro	Repairing mail wagon	10.75
28	James S. Topham	Repairing mail bag	9.75
28	Fred. A. Schmidt	Brushes	3.83
29	W. W. Chambers	Livery of horses	40.00
29	John Mangan	Horseshoeing	4.50
29	Samuel G. Eberly	Street-car tickets	72.55
30	James Brown	Moving iron safe	5.00
30	C. R. Robinson	Labor	.75

Contingent expenses of the War Department for fiscal year ended June 30, 1894, etc.—Cont'd.

Date.	To whom paid.	On what account.	Amount.
1894.			
June 30	Irving Buck	Index cases	$274.00
30	Independent Ice Co	Ice	161.80
30	New York Times Publishing Co	Advertising	45.50
30	W. L. King	Leather and nails	1.15
30	Annie Redden	Labor	.75
30	Pay rolls	Moving records and furniture	772.58
	Total		34,907.92

Amount appropriated act of March 3, 1893	$55,000.00
Amount reimbursed from appropriation "Chickamauga and Chattanooga National Park"	15.31
Amount reimbursed from appropriation "Monuments and tablets at Gettysburg"	26.89
Amount reimbursed from appropriation "Board of Ordnance and Fortification"	25.29
Amount reimbursed from Capital Publishing Company	.44
	55,067.93
Amount expended	34,907.92
Balance	20,160.01
Balance in the Treasury undrawn	18,567.93
Balance in the hands of the disbursing clerk	1,592.08
Total	20,160.01

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 330.

PRELIMINARY EXAMINATION OF CLATSKANIE RIVER, OREGON.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Clatskanie River, Oregon.

FEBRUARY 21, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 20, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 18, 1895, together with a copy of a report from Maj. James C. Post, Corps of Engineers, dated February 7, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Clatskanie River, Oregon, from its mouth to the town of Clatskanie.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington D. C., February 18, 1895.

SIR: I have the honor to submit the accompanying copy of report of February 7, 1895, by Maj. James C. Post, Corps of Engineers, of the results of a preliminary examination of Clatskanie River, Oregon, from its mouth to the town of Clatskanie, made to comply with the provisions of the river and harbor act of August 17, 1894.

Major Post is of opinion that the river is worthy of improvement by the General Government and he states that it is believed that suffi-

cient data has been obtained for the preparation of an estimate of the cost of the work proposed.

The opinion of Major Post is concurred in by Col. G. H. Mendell, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CLATSKANIE RIVER, OREGON, FROM MOUTH TO TOWN OF CLATSKANIE.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., February 7, 1895.

GENERAL: I have the honor to submit the following report of the preliminary examination of the Clatskanie River, Oregon, from its mouth to the town of Clatskanie, made in compliance with instructions contained in Department letter of August 20, 1894.

The Clatskanie River rises in the Nehalem Mountains and flows in a northerly direction to the Columbia River, which it enters 60 miles below the mouth of the Willamette River, or about 70 miles below the city of Portland, through what is known as Clatskanie or Beaver Slough and Wallace Slough.

From Clatskanie City to Beaver Slough, a distance of about 1 mile in an air line and 3 miles by water, the river winds in a tortuous course through a low marsh, which is annually submerged by the high water of the Columbia River. Its width varies from 50 feet to 60 feet, and the channel contains throughout its length a depth of from 5 feet to 6 feet at low water, except upon four short bars of an aggregate length of 600 feet, where there is but 2 feet to 3 feet at low water. The tide has an average rise and fall of 3 feet at Clatskanie City. The principal obstructions to navigation are the abrupt bends in the channel, which make the passage of steamers to Clatskanie City very difficult.

The improvements desired are such as would relieve navigation at the worst of the bends, three in number, and establish a channel to Clatskanie City having a depth of 4 feet at low water and a bottom width of 45 feet. The former can readily be avoided by making straight cuts through the marsh which averages about 5 feet above low water. The first of these cuts would be 1,300 feet long, the second 450 feet, and the third 1,200 feet, making a total length of 2,950 feet, or about three-fifths of a mile of new channel to be opened to the required depth and width. One of these cuts would also avoid a portion of the shoals already mentioned and diminish the amount of dredging to be done in the present channel to increase the depth to 4 feet at low water. In addition to the dredging it is probable that some snags would also require removing.

During the year 1893 two steamers navigated this river, carrying 4,000 passengers and 5,000 tons of merchandise, 5,000,000 feet of lumber (cedar and fir) and 5,000,000 cedar shingles. In addition to these, so far as could be ascertained, about 30,000,000 linear feet of logs were floated out in rafts and 14,000,000 feet of sawed lumber and 18,500,000 shingles were shipped on scows and flat boats. The total value of the commerce of this river for the year 1893, assuming the amounts given to be fairly correct, is, therefore, at a low estimate, $500,000.

Considering the amount of commerce involved and the limited extent of the improvement desired, this river, in my opinion, is worthy of improvement by the General Government from its mouth to Clatskanie City.

It is believed that sufficient data was obtained when the preliminary survey was made for the preparation of an estimate of the cost of the work. A survey of the river would cost $400.

Very respectfully, your obedient servant,

JAS. C. POST,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. G. H. Mendell, Corps of Engineers, Division Engineer, Pacific Division.)

(First indorsement.)

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., February 11, 1895.

Respectfully forwarded to the Chief of Engineers.

For reasons given, the Clatskanie River, Oregon, is considered to be worthy of improvement.

G. H. MENDELL,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 331.

PRELIMINARY EXAMINATION OF LEWIS RIVER, WASHINGTON.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Lewis River, Washington.

FEBRUARY 21, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 20, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 18, 1895, together with a copy of a report from Maj. J. C. Post, Corps of Engineers, dated February 8, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Lewis River, Washington, from La Center to its mouth, with a view of deepening the channel and improving the navigation.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 18, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 8, 1895, by Maj. J. C. Post, Corps of Engineers, of the results of a preliminary examination of Lewis River, Washington, from La Center to its mouth, with a view of deepening the channel and improving the navigation, made to comply with the provisions of the river and harbor act of August 17, 1894.

Major Post states that it would be a great benefit to navigation if the depth on the shoals between the forks and La Center could be increased to 2 feet at low water, or to the same depth as exists upon the shoals

in the river below the junction, and it is his opinion, concurred in by Col. G. H. Mendell, Corps of Engineers, division engineer, and by this office, that this locality is worthy of improvement to this extent by the General Government.

It is estimated that a survey of the river from the Columbia River to La Center, for preparation of project and estimate of cost of improvement, would cost $600.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF LEWIS RIVER, WASHINGTON, FROM LA CENTER TO ITS MOUTH, WITH A VIEW OF DEEPENING THE CHANNEL AND IMPROVING THE NAVIGATION.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., February 8, 1895.

GENERAL: I have the honor to submit the following report of the preliminary examination of "Lewis River," Washington, "from La Center to its mouth, with a view to deepening the channel and improving navigation," made in compliance with instructions contained in your letter of August 20, 1894.

The Lewis River flows into the Columbia River about 14 miles below the mouth of the Willamette River and 25 miles from the city of Portland. About 3½ miles above its junction with the Columbia River the river divides into two branches, known as the North and East forks. La Center is situated upon the East Fork, 7 miles by water from the Columbia River. The river from the Columbia to the junction of the forks is from 400 feet to 500 feet wide, and the East Fork, from the junction to La Center, from 150 feet to 250 feet wide. The average rise and fall of the tide is 3 feet at the mouth of the river and 14 inches at La Center.

With the exception of three shoals, aggregating a length of 1,700 feet, upon which there is 2 feet at low water, the channel from the mouth of the river to the junction of the forks contains a depth throughout of 6 feet at low water at a low stage of river. From the junction to La Center the channel of the East Fork is obstructed by several shoals upon which there is only 9 inches to 12 inches of water at low water. Except at these localities the channel is 4½ feet deep at low water to La Center.

At the time the examination was made the river was at a low stage, and the regular river steamer could only ascend to the junction of the forks. At this point a transfer was made to a light-draft steamer which went up the East Fork a distance of 1½ miles, when a second transfer was made to a barge or flatboat which was towed by a rope from the river bank to La Center and delivered the freight and passengers.

The commerce of the river consists of general merchandise, agricultural produce, such as grain, hay, etc., and lumber, wood, piles, and, together with the passengers carried, was valued at $119,000 for the year 1893. The surrounding country is good farming land, and it is believed that with increased transportation facilities there would be a substantial addition to the yearly amount of commerce.

From the description of the river to La Center it will be observed

that there is a low-water depth of 2 feet at a low stage to the forks, and that from there to La Center the depth on the shoals is much less. It would be a great benefit to navigation if the depth on these shoals could be increased to 2 feet at low water, or to the same depth as exists upon the shoals in the river below the junction. This could be effected at a small cost and would greatly facilitate transportation by avoiding the transfers that are now necessary at low water.

While the amount of commerce of this river, judging by the estimate for 1893, is not great, the promise of its material increase at a small cost is so favorable that in my opinion this river is worthy of improvement by the General Government to the extent suggested. It is estimated that a survey of the river from the Columbia River to La Center would cost $600

Very respectfully, your obedient servant,

JAS. C. POST,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. G. H. Mendell, Corps of Engineers, Division Engineer, Pacific Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., February 11, 1895.

Respectfully forwarded to the Chief of Engineers.
For reasons given, Lewis River is regarded as worthy of improvement.

G. H. MENDELL,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES { EX. DOC. No. 332.

DICK EMMONS.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A draft of a bill with a favorable recommendation to reimburse the late deputy collector of customs at Unalaska, Alaska, for money expended in the employment of a janitor.

FEBRUARY 21, 1895.—Referred to the Committee on Claims and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 19, 1895.

SIR: I have the honor to inclose herewith, with a recommendation that it be enacted, a bill to reimburse Dick Emmons, formerly deputy collector of customs at Unalaska, Alaska, a port of delivery in the collection district of Alaska, the amount of money paid by him for the services of a janitor at that customs office, in the sum of $473.33.

I also inclose copies of the reports of special agents and the Auditor of the Treasury, recommending that the payment be authorized.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF
AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., February 16, 1895.

SIR: In matter of the claim of Mr. Dick Emmons, ex-deputy collector of customs, Unalaska, Alaska, for reimbursement of moneys expended by him for services of a janitor in caring for and cleaning custom-house at that place, from September 20, 1889, to August 31, 1893, at the rate of $10 per month, which claim was handed by you to me with the request that I investigate the same and report to you, I beg to submit the following:

I have examined all papers filed by Mr. Emmons and have also

examined the records of the Department, and made thorough inquiry of the special agents now in Washington who are conversant with the facts, and from these I find that prior to the appointment of Mr. Emmons, in 1879, it was the custom of the Alaska Commercial Company to furnish apartments and board for the deputy collector at Unalaska, and also to furnish a native woman to clean and care for the building used for the custom-house at that place, and to make no charge for the same.

It was probably in view of this custom that the appointment of Mr. Emmons included the statement that his salary of $1,400 per annum was to include fuel, lights, and office expenses. I find also that shortly after the appointment of Mr. Emmons the Alaska Commercial Company changed their practice, and the deputy collector was compelled to pay $10 per month for the services of a janitor and for rent of office, fuel, and lights for the use of the deputy collector, and bills for such rent, fuel, and light were presented to the Treasury Department and invariably paid. Mr. Emmons, as shown by letters filed by him, made repeated application to the Department, through the collector of Alaska stationed at Sitka, for authority to employ and pay the janitor, but the same was not presented by the collector to the Department, owing, Mr. Emmons claims, to some friction existing between the collector and the deputy.

I am of the opinion that had the collector forwarded to the Department the application of Mr. Emmons for authority to employ a janitor, the same would have been granted in view of the changed relations of the Alaska Commercial Company to the deputy collector. There seems to be no question as to the services having been rendered by the janitor, and the payment therefor by Mr. Emmons. I do not believe that the objection raised against the payment of it upon the ground that the services were unauthorized by the Department is tenable, as it has long been the custom to approve the expenditures in that distant Territory after they have been made, if it was shown that they were absolutely necessary and reasonable. From the fact that the bills of Mr. Emmons for fuel, lights, and rent of office, which were forwarded by the collector to the Department, were promptly paid, I am satisfied that Mr. Emmons should be reimbursed for the amount paid the janitor, and that he has a just and equitable claim against the United States for amount so expended.

As the appropriation out of which this expenditure would naturally be paid has lapsed, it will be necessary for Congress to authorize Mr. Emmons's reimbursement, and to appropriate the money therefor.

In view of all the facts and circumstances attending the case, I recommend that you ask that Congress authorize the payment of $473.33 to Mr. Emmons to reimburse him for the amount paid for janitor's service for forty-seven and one-third months—from September 30, 1889, to August 31, 1893—at $10 per month, and appropriate the money therefor.

I return herewith the papers in the case delivered by you to me, and also the report of Mr. Joseph Murray to me, under date of February 16, 1895, in which he makes report of the facts within his knowledge, and also recommends the allowance and payment of the amount herein reported.

Respectfully, yours,

E. P. BALDWIN, *Auditor.*

Hon. CHAS. S. HAMLIN,
Acting Secretary of the Treasury.

OFFICE OF SPECIAL AGENT, TREASURY DEPARTMENT,
Washington, D. C., February 16, 1895.

DEAR SIR: As per your request to me of the 15th instant, I herein make report on the merits of the claim presented by Mr. Dick Emmons, ex-deputy collector of customs at Unalaska, Alaska, now pending settlement by the Department.

I have made diligent inquiry into the merits of the claim, and having personal knowledge of the conditions existing at Unalaska from 1889 to 1894, which period covers the time of Mr. Emmons's stay in the office, I find and know that previous to his arrival there it was the general custom of the Alaska Commercial Company to furnish apartments and board, janitor work included, to the deputy collector, who generally was a single man, and occasionally an employee of the company.

Whenever there was an exception to this general custom, it was when the deputy collector was a married man with a family to support, and who for that reason must have a separate dwelling and an office for the customs work, and in all such instances I find that all such bills as that presented by Mr. Emmons were allowed and paid by the Department.

The Government building at Unalaska, called a "custom-house," was until very recently a mere shell, without floors, and altogether unfit for use.

Under circumstances like these, Mr. Emmons was of necessity compelled to rent a house for a dwelling and an office, and I deem it to be no more than just that his bill for labor and janitor work should be paid by the Department. As it is not exorbitant, and as I have not the slightest doubt of the honesty of the gentleman making the claim, I very respectfully recommend that it be allowed and paid.

Very respectfully,

JOSEPH MURRAY, *Special Agent.*

Hon. E. P. BALDWIN,
The Auditor for the Treasury Department.

OFFICE SPECIAL AGENT TREASURY DEPARTMENT,
Washington, January 28, 1895.

SIR: I am in receipt of your communication of January 25, 1895, referring to the claim of Dick Emmons, late deputy collector and custodian at Unalaska, for money expended in payment for services rendered by the janitor employed at the custom-house at said port.

In your letter you mention only $95 as the sum alleged to have been paid by him, covering dates from September 20, 1889, to June 30, 1890. The fact is, his total claim amounts to $465, covering expenditures for janitor's services from September 20, 1889, to August 31, 1893, at $10 per month. This includes the $95 mentioned in your communication.

It has been my privilege to visit the custom-house at Unalaska at frequent intervals during the past two years. I have personal knowledge that Emmons had in his employment a native woman performing the services as janitor, as indicated in his claim, from May 31 to September 30, 1893. On my first visit to Unalaska in May, 1893, Mr. Emmons informed me of his trouble in trying to collect, through the Sitka office, money he had expended in janitor's services up to that date. I made inquiry of the woman who had been performing the services, and was informed by her that she had been engaged as janitor from the time Emmons took charge of the custom-house as deputy collector in 1889; that he had furnished her board and paid her $10 per month during this period. Emmons at that time made up his voucher for the several amounts so paid out by him, and I swore him to the correctness of the same, as will appear from copies of the vouchers herewith submitted.

Emmons was aware at the time of the employment of this janitor that difficulty might arise in collecting the amount of money expended by him without first having procured a Department order for the appointment of a janitor. It seems that he took steps to procure such an order, but that his communication was neglected at the Sitka office, as appears from the inclosed letters.

Considering the amount of business done by the collector at this port, and the number of people who necessarily call there, the services of a janitor are unquestionably necessary.

Assistant Secretary Hamlin, who visited Unalaska the past season, would likely have some personal information as to the occasions requiring such services at that port.

The sum of $10 per month paid by Mr. Emmons for the services rendered is reasonable. I have satisfied myself that he has expended the amount claimed, $465, and recommend the allowance of the same.

Respectfully, yours,

JOS. B. CROWLEY,
Special Treasury Agent.

The SECRETARY OF THE TREASURY.

A BILL to reimburse Dick Emmons for amount of money paid for services of a janitor at custom-house, Unalaska, Alaska.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized and directed to pay to Dick Emmons, formerly deputy collector of customs at Unalaska, Alaska, a port of delivery in the collection district of Alaska, the sum of four hundred and seventy-three dollars and thirty-three cents, out of any money in the Treasury not otherwise appropriated, to reimburse him for the amount actually paid by him for the services of a janitor at the custom-house, Unalaska, Alaska, during the period from September twentieth, eighteen hundred and eighty-nine, to August thirty-first, eighteen hundred and ninety-three.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 333.

PRELIMINARY EXAMINATION OF CORE SOUND, NORTH CAROLINA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Core Sound, North Carolina.

FEBRUARY 23, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 21, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 19, 1895, together with a copy of a report from Maj. W. S. Stanton, Corps of Engineers, dated February 14, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Core Sound, North Carolina.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 19, 1895.

SIR: I have the honor to submit the accompanying copy of report of February 14, 1895, by Maj. W. S. Stanton, Corps of Engineers, upon preliminary examination of Core Sound, North Carolina, made in pursuance of the provisions of the river and harbor act of August 17, 1894.

It is the opinion of Major Stanton, concurred in by the division engineer, Col. Wm. P. Craighill, Corps of Engineers, and by this office, that Core Sound is not at this time worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF CORE SOUND, NORTH CAROLINA.

UNITED STATES ENGINEER OFFICE,
Wilmington, N. C., February 14, 1895.

GENERAL: Under a provision of the river and harbor act of August 17, 1894, I was charged by instructions from your office of August 20 with a preliminary examination of Core Sound, North Carolina, with a view to improvement of navigation.

The sound (shown on Coast Survey charts 146 and 421) is separated from the ocean by a narrow strip of beach and sand dunes, and is 25 miles long between Pamlico Sound to the northeast and "The Straits" to the southwest.

Through these straits, by a route about 11 miles long and having a depth nowhere less than 8 feet at low water, the sound is connected with the main channel of Beaufort Harbor, where is the terminus of the Atlantic and North Carolina Railroad.

Going northerly from the northeasterly end of the sound a draft of 7½ feet can be carried to sea through Ocracoke Inlet, 8 feet can be carried through Pamlico and Croatan and across Albemarle sounds and up the Pasquotank River to Elizabeth City, and sometimes 7 and sometimes only 6 feet can be carried from the latter sound by the Albemarle and Chesapeake Canal to Norfolk.

In an accurate description of Core Sound the Atlantic Coast Pilot states:

> The greater part of it is filled with shoal banks with 2 to 4 feet of water over them, but a channel winds through it in which the general depth is from 7 to 10 feet. In places this channel is extremely narrow, and there are three bars over which it is difficult to get more than 5 feet, and high tide is required for that. These bars are situated as follows: (1) Harbor Island Bar, at the entrance from Pamlico Sound; (2) Piney Point Shoal, off Piney Point, about 15 miles down the sound; (3) Yellow Shoal, off Bells Point, 6 miles farther to the southward and westward.

Four and one-half feet can now with certainty be carried through the sound at ordinary stages, and 5 feet at favorable stages with a good pilot.

The tides in the sound are very small and variable and much affected by the wind.

* * * * * *

The traffic on Core Sound is principally in oysters, clams, and fish to Beaufort and Newbern. The oysters, many of which are obtained in the vicinity of Core and Pamlico sounds, are, much the greater part of them, carried by the Neuse River to Newbern, leaving Core Sound either by its northerly end or, especially in rough weather, by Thoroughfare Bay and the "Thoroughfare," which afford a protected passage from the sound for small vessels and save them the exposure of rounding the point at the meeting of Core and Pamlico sounds. There is also an exchange by the sound of merchandise and country produce between Beaufort and the sparsely settled shore of the sound. It is not apparent that this traffic is hampered in boats of the draft that can now navigate the sound, but citizens of Beaufort desire an increased depth through Core Sound, hoping that a steamboat would then ply between Beaufort and Elizabeth City and lead to the growth of truck crops along the shore of the sound by the regular and quick transit which, in connection with the Norfolk and Southern Railroad from Elizabeth City, it would afford to Norfolk, and thus stimulate a community now dependent largely on fishing and the gathering of clams and oysters.

Several years ago a steamer that plied through the sound was destroyed and has not been succeeded by another.

Were the channel deepened to 6 feet the wide and very shoal flats between it and the shore throughout the length of the sound would prevent a steamboat requiring that depth from approaching within several hundred yards of the shore, and thus prevent the easy and prompt shipment of truck products by entailing the use of flatboats between the steamer and the shore or building of long trestles and their maintenance against the teredo. Unless a channel were also dredged and maintained at much expense behind Bird Island Shoal near Beaufort, the steamer's route to and from Beaufort would take her seaward of that shoal as far as the throat of the inlet and expose her for a mile and a half of the route to the open ocean and heavy seas in southwesterly to southerly and southeasterly storms, with danger of being carried on to the shoal unless ample leeway were taken by keeping well seaward in the inlet. Also across the channel leading from the wharves at Beaufort and at its confluence with the main channel of the harbor a shoal which the steamer would have to cross has been forming for many years and has now but about 5 feet of water over it at low tide. There seems to be no reason for a confident expectation that a steamer would ply through Core Sound were the depth of its channel increased to 8 feet.

About 6,000,000 feet of lumber are produced annually on the White Oak River 28 miles west of Beaufort Harbor, whence a considerable part of it is brought through Bogue Sound, with a draft of 3 to 4 feet, to Morehead City, the terminus of the Atlantic and North Carolina Railroad, and dressed.

Were the channel in Core Sound deepened to 6 feet it is said by the producers of this lumber, which now has an outlet by railroad and by sea from Beaufort Harbor, that it would be shipped through Core Sound and the Albemarle and Chesapeake Canal to avoid the outside route around Cape Hatteras.

From the foregoing facts and the unimportance of the interests, if any, that its improvement would benefit, in my opinion Core Sound, North Carolina, is not at this time worthy of improvement by the General Government.

Very respectfully, your obedient servant,

W. S. STANTON,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. William P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 18, 1895.

Respectfully submitted to the Chief of Engineers.

I conclude from the information given by the local engineer and from personal acquaintance with the locality, its connections, and surroundings that it is not worthy of improvement at this time by the General Government.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 334.

SOCIETY OF AMERICAN FLORISTS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

Without his approval House bill 5740, entitled "An act incorporating the Society of American Florists."

FEBRUARY 25, 1895.—Referred to the Committee on Agriculture and ordered to be printed.

To the House of Representatives:

I return herewith, without approval, House bill number 5740, entitled "An act incorporating the Society of American Florists."

No sufficient reason is apparent for the incorporation of this organization under Federal laws. There is not the least difficulty in the way of the accomplishment under State laws by the incorporators named in the bill of every purpose which can legitimately belong to their corporate existence. The creation of such a corporation by a special act of Congress establishes a vexatious and troublesome precedent.

There appears to be no limit in the bill to the value of the real and personal property which the proposed corporation may hold if acquired by donation or bequest. The limit of fifty thousand dollars applies only to property acquired by purchase.

A conclusive objection to the bill is found in the fact that it fails to carry out the purposes and objects of those interested in its passage. The promoters of the bill are florists who undoubtedly seek to advance floriculture. The declared object of the proposed incorporation is, however, stated in the bill to be "the elevation and advancement of horticulture in all its branches, to increase and diffuse the knowledge thereof, and for kindred purposes in the interest of horticulture."

It is entirely clear that the interests of florists would be badly served by a corporation confined to the furtherance of garden culture.

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 23, 1895.

[H. R. No. 5740. Fifty-third Congress of the United States of America; at the third session, begun and held at the city of Washington on Monday, the third day of December, one thousand eight hundred and ninety-four.]

An act incorporating the Society of American Florists.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That James Dean, of Bay Ridge, in the State of New York; William J. Stewart, Michael H. Norton, and Patrick Welch, of Boston, in the State of Massachusetts; Edward G. Hill, of Richmond, in the State of Indiana; John N. May, of Summit, in the State of New Jersey; William R. Smith, John Saul, and Benjamin Durfee, of Washington, in the District of Columbia; Myron A. Hunt, of Terre Haute, in the State of Indiana; John Thorpe, Joseph T. Anthony, and John C. Vaughan, of the State of Illinois; Robert Craig, Edwin Lonsdale, and John Burton, of Philadelphia, in State of Pennsylvania; Alexander Murdock, of Pittsburg, in the State of Pennsylvania; John M. Jordan, of Saint Louis, in the State of Missouri; John T. Temple, of Davenport, in the State of Iowa; Charles W. Hoitt, of Nashua, in the State of New Hampshire; William Falconer, of Glen Cove, and Daniel B. Long, of Buffalo, both in the State of New York, and Albert Manda, of Short Hills, in the State of New Jersey, their associates and successors, are hereby created a body corporate and politic, by the name of The Society of American Florists, for the elevation and advancement of horticulture in all its branches, to increase and diffuse the knowledge thereof, and for kindred purposes in the interest of horticulture. Said association is authorized to adopt a constitution and to make by-laws not inconsistent with law, to hold real and personal estate in the District of Columbia, so far only as may be necessary to its lawful ends, to an amount not exceeding fifty thousand dollars, by purchase, and such other estate as may be donated or bequeathed to it: *Provided,* That all property so held, and the proceeds thereof, shall be held and used solely for the purposes set forth in this Act. The principal office of the association shall be at Washington, in the District of Columbia, but annual meetings may be held in such places as the incorporators or their successors shall determine. Said association shall from time to time report its proceedings to the Secretary of Agriculture, at least once in each year, and said Secretary may communicate such reports in whole or in part to Congress.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this Act in whole or in part.

CHARLES F. CRISP,
Speaker of the House of Representatives.

A. E. STEVENSON,
Vice-President of the United States and President of the Senate.

I certify that this Act originated in the House of Representatives.
Attest:

JAMES KERR, *Clerk.*

o

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 335.

KANSAS CITY, OKLAHOMA AND PACIFIC RAILWAY COMPANY.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

Without his approval House bill 8165, entitled "An act authorizing the Kansas City, Oklahoma and Pacific Railway Company to construct and operate a railway through Indian reservations in the Indian Territory and the Territories of Oklahoma and New Mexico, and for other purposes."

FEBRUARY 25, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

To the House of Representatives:

I return herewith without approval House bill number 8165, entitled "An act authorizing the Kansas City, Oklahoma and Pacific Railway Company to construct and operate a railway through Indian reservations in the Indian Territory and the Territories of Oklahoma and New Mexico, and for other purposes."

This bill contains concessions more comprehensive and sweeping than any ever presented for my approval, and it seems to me the rights and interests of the Indians and the Government are the least protected.

The route apparently desired, though passing through or into one State and three Territories, is described as indefinitely as possible, and does not seem to be subject to the approval in its entirety of the Secretary of the Interior or any other governmental agency having relation to the interest involved.

There is no provision for obtaining the consent of the Indians through whose territory and reservations the railroad may be located.

Though it is proposed to build the railroad through Territories having local courts convenient to their inhabitants, all controversies that may arise out of the location and building of the road are by the provisions of the bill to be passed upon by the United States circuit and district courts for the district of Kansas, "and such other courts as may be authorized by Congress."

The bill provides that "the civil jurisdiction of said courts is hereby extended within the limits of said Indian reservations without distinction as to citizenship of the parties, so far as may be necessary to carry out the provisions of this act." This provision permits the subordination of the jurisdiction of Indian courts, which we are bound by treaty to protect, to the "provisions of this act" and to the interests and pref-

erences of the railroad company for whose benefit the bill under consideration is intended.

A plan of appraisal is provided for in the bill in case an agreement can not be reached as to the amount of compensation to be paid for the taking of lands held by individual occupants according to the laws, customs, and usages of any of the Indian nations or tribes, or by allotment or agreement with the Indians. It is, however, further provided that in case either party is dissatisfied with the award of the referees to be appointed an appeal may be taken to the district court held at Wichita, Kans., no matter where on the proposed route of the road the controversy may originate. If upon the hearing of said appeal the judgment of the court shall be for the same sum as the award of the referees, the costs shall be adjudged against the appellant, and if said judgment shall be for a smaller sum the costs shall be adjudged against the party claiming damages. It does not seem to me that the interests of an Indian occupant or allottee is properly regarded when he is obliged, if dissatisfied with an award for the taking of his land, to go to the district court of Kansas for redress, at the risk of incurring costs and expenses that may not only exceed the award originally made to him, but leave him in debt.

It is probable that there are other valid objections to this bill. I have only attempted to suggest enough to justify my action in disapproving it.

In constructing legislation of this description it should not be forgotten that the rights and interests of the Indians are important in every view and should be scrupulously protected.

GROVER CLEVELAND.

EXECUTIVE MANSION,
Februarg 23, 1895.

[H. R. No. 8165. Fifty-third Congress of the United States of America; at the third session, begun and held at the city of Washington on Monday, the third day of December, one thousand eight hundred and ninety-four.]

An act authorizing the Kansas City, Oklahoma and Pacific Railway Company to construct and operate a railway through Indian reservations in the Indian Territory, and the Territories of Oklahoma and New Mexico, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Oklahoma and Pacific Railway Company, a corporation created under and by virtue of the laws of the State of Kansas, be, and the same is hereby, authorized and invested and empowered with the right of locating, constructing, owning, equipping, and operating, using, and maintaining a railway and telegraph and telephone line through all Indian reservations in the Indian Territory and the Territories of Oklahoma and New Mexico upon a line beginning at a point to be selected by said railway company at or near the town of Coffeyville, in the county of Montgomery, State of Kansas, and running thence in a south and west direction over the most practicable route, through the Indian Territory and the Territory of Oklahoma, to a point at or near Pawhuska, and also Guthrie and Kingfisher, in the Territory of Oklahoma, and thence to the east line of Wheeler County, State of Texas; thence to the east line of the Territory of New Mexico, and through the Territory of New Mexico to the city of Albuquerque, in the Territory of New Mexico, with the right to construct, use, and maintain such tracks, turn outs, sidings, and extensions through such Indian reservations as said company may deem to their interests to construct along and upon the right of way and depot grounds herein provided for.

SEC. 2. That the said corporation is authorized to take and use, for all purposes of a railway and for no other purpose, a right of way one hundred feet in width through said reservations, and to take and use a strip of land two hundred feet in width, with a length of three thousand feet in addition to right of way, for stations for

every ten miles of road, with right to use such additional grounds where there are heavy cuts or fills, not exceeding one hundred feet in width, as may be necessary for the construction and maintenance of said right of way, or so much thereof as may be included in said cuts or fills: *Provided*, That no more than said addition of land shall be taken for any one station: *Provided further*, That no part of said lands herein authorized to be taken shall be leased or sold by the company; and they shall not be used except in such manner and for such purposes only as shall be necessary for the construction and convenient operation of said railroad, telegraph, and telephone lines; and when any portion thereof shall cease to be so used, such portion shall revert to the nation or tribe of Indians, or individual Indians, from which the same shall have been taken.

SEC. 3. That before said railway shall be constructed through any lands held by individual occupants, according to the laws, customs, and usages of any of the Indian nations or tribes through which it may be constructed, or by allotment under any laws of the United States or agreement with the Indians, full compensation shall be made to such occupants for all property to be taken or damages done by reason of the construction of such railway. In case of failure to make amicable settlement with any occupant such compensation shall be determined by the appraisement of three disinterested persons or referees, to be appointed, one, who shall act as chairman, by the President, one by the chief of the nation to which said occupant belongs, or in case of an allottee, by said allottee, or by his duly authorized guardian or legal representative, and one by said railway company, who, before entering upon the duties of their appointment, shall take and subscribe, before a district judge, clerk of the district court, or United States commissioner, an oath that they will faithfully and impartially discharge the duties of their appointment, which oath, duly certified, shall be returned with their award to and filed with the Secretary of the Interior within sixty days from the completion thereof; and a majority of said referees shall be competent to act in case of the absence of a member after due notice; and upon the failure of either party to make such appointment within thirty days after the appointment made by the President the vacancy shall be filled by the district judge of the court held at Wichita, Kansas, upon the application of the other party. The chairman of said board shall appoint the time and place for all hearings within the nation to which the occupant belongs. Each of said referees shall receive for his services the sum of four dollars per day for each and every day they are engaged in the trial of any case submitted to them under this Act, with mileage of five cents per mile. Witnesses shall be allowed the usual fees allowed by the courts of said nation. The costs, including the compensation of the referees, shall be made a part of the award, and to be paid by said railway company. In case the referees can not agree, then two of them are authorized to make the award. Either party being dissatisfied with the findings of the referees shall have the right, within ninety days after the making of the award and notice of the same, to appeal by original petition to the district court held at Wichita, Kansas, which court shall have jurisdiction to hear and determine the subject-matter of said petition according to the laws of the State of Kansas providing for the determining of damages when property is taken for railway purposes. If, upon the hearing of said appeal, the judgment of the court shall be for a larger sum than the awards of the referees, the costs of said appeal shall be adjudged against the railway company. If the judgment of the court shall be for the same sum as the award of the referees, then the costs shall be adjudged against the appellant. If the judgment of the court shall be for a smaller sum than the award of the referees then the costs shall be adjudged against the party claiming damages. When proceedings have been commenced in court the railway company shall pay double the amount of the award into court to abide the judgment thereof, and then have the right to enter upon the property sought to be condemned and proceed with the construction of the railway.

SEC. 4. That said railway company shall not charge the inhabitants of said Territories a greater rate of freight than the rate authorized by the laws of the State of Kansas for services or transportation of the same kind: *Provided*, That the passenger rates shall not exceed three cents per mile. Congress hereby reserves the right to regulate the charges for freight and passengers on said railway, and of messages on said telegraph and telephone lines, until State governments are formed and shall exist in said Territories, within the limits of which said railway, or a part thereof, shall be located, and then such State government, or governments, shall be authorized to fix and regulate the cost of transportation of persons and freight within their respective limits by said railway; but Congress expressly reserves the right to fix and regulate at all times the cost of such transportation by said railway company whenever such transportation shall extend from one State into another, or shall extend into more than one State: *Provided*, That the rate of such transportation of passengers, local or interstate, shall not exceed the rate expressed: *Provided further*, That said railway company shall carry the mail at such prices as Congress may by law provide, and until such rate is fixed by law the Postmaster-General may fix the rate of compensation.

SEC. 5. That said railway company shall pay to the Secretary of the Interior, for the benefit of the particular nations or tribes through whose lands said line may be located, the sum of fifty dollars, in addition to the compensation provided for in this Act for property taken and damage done to individual occupants by the construction of the railway, for each mile of railway constructed in said reservations, said payments to be made in installments of five hundred dollars as each ten miles of road is located and graded: *Provided*, That if the general council of either of the nations or tribes through whose lands said railway may be located shall, within four months after the filing of maps of definite locations, as set forth in section six of this Act, dissent from the allowances provided for in this section, and certify the same to the Secretary of the Interior, then all compensation to be paid to such dissenting nations or tribes under the provisions of this Act shall be determined as provided in section three for the determination of the compensation to be paid to the individual occupant of lands, with the right of appeal to the courts upon the same terms, conditions, and requirements as therein provided: *Provided further*, That the amount awarded or adjudged to be paid by said railway company for said dissenting nation or tribe shall be in lieu of the compensation that said nation or tribe would be entitled to receive under the foregoing provisions, except as to annual tax. Said company shall also pay, so long as said reservations are owned and occupied by the Indians, to the Secretary of the Interior, the sum of fifteen dollars per annum for each mile of railway it shall construct in the said reservations. The money paid to the Secretary of the Interior under the provisions of this Act shall be apportioned by him, in accordance with the laws and treaties now in force, among the different nations or tribes according to the number of miles of railway that may be constructed by said railway company through their lands: *Provided*, That Congress shall have the right, so long as said lands are occupied and possessed by said nations or tribes, to impose such additional taxes upon said railroads as it may deem just and proper for their benefit. And any Territory or State hereinafter formed through which said railway shall have been established may exercise the like power as to such part of said railway as may be within its limits. Said railway company shall have the right to survey and locate its railway immediately after the passage of this Act.

SEC. 6. That said railway company shall cause maps showing the route of its located line through said reservations to be filed in the office of the Secretary of the Interior, and also to be filed in the office of the principal chief of each of the nations or tribes through whose lands said railway may be located; and, after the filing of said maps, no claims for a subsequent settlement and improvement upon the right of way shown by said maps shall be valid as against said company: *Provided*, That when a map showing any portion of said railway company's located line is filed, as herein provided for, said company shall commence grading said located line within six months thereafter, or such location shall be void. And such locations shall be approved by the Secretary of the Interior in sections of twenty-five miles before the construction of any such section shall be begun.

SEC. 7. That the United States circuit and district courts for the district of Kansas, and such other courts as may be authorized by Congress, shall have, without reference to the amount in controversy, concurrent jurisdiction over all controveries arising between said Kansas City, Oklahoma and Pacific Railway Company and the nations and tribes of Indians through whose reservation said railway shall be constructed. Said courts shall have like jurisdiction. without reference to the amounts in controversy, over all controversies arising between the inhabitants of the said nations or tribes of said railway company; and the civil jurisdiction of such courts is hereby extended within the limits of said Indian reservations without distinction as to citizenship of the parties so far as may be necessary to carry out the provisions of this Act.

SEC. 8. That the officers, servants, and employees of said company, necessary to the construction and management of said road, shall be allowed to reside, while so engaged, upon said right of way, but subject to the provisions of the Indian intercourse laws, and such rules and regulations as may be established by the Secretary of the Interior, in accordance with said intercourse laws.

SEC. 9. That said railway company shall build at least one hundred miles of its railway within three years after the passage of this Act or the rights herein granted shall be forfeited as to that portion not built. That said railway company shall construct and maintain continually all fences, road and highway crossings, and necessary bridges over said railway wherever said roads or highways do now or may hereafter cross said railway's right of way, or may be, by the proper authorities, laid out across the same.

SEC. 10. That the Kansas City, Oklahoma and Pacific Railway Company shall accept this grant of the right of way upon the express condition, binding upon itself, its successors and assigns, that they will neither aid, advise, nor assist in any effort looking toward the changing or extinguishing the present tenure of the Indians in their land, and will not attempt to secure from the Indian nations or

tribes any further grant of land, or its occupancy, than is hereinbefore provided for: *Provided*, That any violation of the conditions mentioned in this section shall operate as a forfeiture of all rights and privileges of said railway company under this Act.

SEC. 11. That all mortgages executed by said railway company conveying any portion of its railway, with its franchises, that may be constructed in said reservations, shall be recorded in the Department of the Interior, and the record thereof shall be evidence and notice of their execution, and shall convey all rights and property of said company as therein expressed.

SEC. 12. That Congress may at any time alter, amend, or repeal this Act.

CHARLES F. CRISP,
Speaker of the House of Representatives.

A. E. STEVENSON,
Vice-President of the United States and President of the Senate.

I certify that this Act originated in the House of Representatives.
Attest:

JAMES KERR, *Clerk.*

O

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 336.

ENLISTED MEN OF THE NAVY ON THE RETIRED LIST.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

A petition from the officers and enlisted men of the U. S. S. Yantic relative to placing on the retired list noncommissioned officers and privates of the Navy.

FEBRUARY 26, 1895.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, February 25, 1895.

SIR: I have the honor to transmit herewith a petition, signed by a number of the officers and enlisted men of the U. S. S. *Yantic*, relative to the amendment of the act entitled "An act to authorize a retired list for privates and noncommissioned officers of the United States Army who have served as such for a period of thirty years or upward," approved February 14, 1888.

In this connection I have the honor to invite attention to my communication of the 6th of November last in relation to the same matter.

Very respectfully,

H. A. HERBERT,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

PETITION.

U. S. S. YANTIC,
Montevideo, Uruguay, December 30, 1894.

To the honorable Senators and Representatives in Congress assembled.

We, the undersigned, your petitioners, do humbly pray your honorable body to amend the law, act of February 14, 1885, relative to the retirement of regular soldiers and marines after thirty years' honorable service, so as to include the enlisted men of the United States Navy.

The aforesaid act of February 14, 1885, relative to retirement of regular soldiers and marines, does not contain a provision relative to the retirement of the enlisted men of the Navy, and therefore a grave injustice has been done the enlisted men of the Navy by this omission. As a result, aged and infirm men, with from thirty to fifty years' service, have be n compelled to remain in the active list, their infirmi-

ties and old age making them almost useless to, and a barrier against younger and more useful men entering the naval service, simply because the enlisted men of the Navy have not been placed on an equal footing with the regular soldiers and marines, relative to retirement. The following amendment will correct this great injustice done the enlisted men of the Navy, relative to retirement, and will serve to greatly increase the efficiency of this important branch of the regular service—the Navy:

"*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That on and after the passage of this act, any enlisted man who has served thirty (30) years and upwards, honorably, in the United States Army, Navy, or Marine Corps, continuously or otherwise, shall, upon application to the President, be placed upon the retired list, and shall receive seventy-five (75) per centum of the pay and allowances of his rank, rate, or position: *Provided, also*, That honorable service in the United States Army, Navy, or Marine Corps shall be computed as within the thirty (30) years necessary to entitle him to be retired under the provisions of this act."

Seth M. Ackley, lt. comdr.; K. Niles, lieut.; E. B. Underwood, lieut.; L. S. Van Duzer, lieut.; I. K. Seymour, ensign; J. V. Chase, ensign; L. L. M. Wedekind, M. D.; R. W. Galt, passed asst. engr., U. S. N.; Cleland Davis, ensign; H. E. Jewett, asst. paymaster; Henry Nelson, B. M.; Henry A. Connors, S. M.; Wm. Witton, M. at arms; James Johnson, S. M. M.; J. Jacobson, C. M.; Geo. E. Freeman, pay yeo.; J. G. Byrnes, eng. yeo.; Wm. B. Mayhew, mach.; M. M. Schreiber, mach.; Wm. Carmichael, mach.; Fred. L. Cogswell, apoth.; G. W. Case, W. 1st C.; D. Smith, 1st sergt. U. S. M. C.; T. Thomas, B. M. 1st C.; G. C. Siversen, coxs'n; Harry Cross, coxs'n; E. F. Nagle, blacksmith; E. Halvorsen, cox.; P. Duffy, W. T.; Alex. Frank, sea.; J. E. Francis, ptr.; Thad. Wralley, sea.; H. Jarsbi, lds.; R. Phelan, C. P.; J. H. Gorham, C. P.; J. A. Beckels, lds.; Olaf Trantzen, O. S.; J. Kelly, lds.; J. J. Smith, S. C.; Johan Johnson, W. T.; E. Vancasten, sea.; J. P. Widman, Q. M.; P. Henan, S. B.; Z. Spratling, sea.; E. Schuldt, armorer; B. Halm, sea.; J. P. Christensen, sea.; Theo. Porske, sea.; J. H. Potenberg, sea.; P. Burgess, ord. sea.; G. E. Clavenon, Q. M.; P. Jensen, 1st fm.; J. Ward, C. P.; F. E. Melledy, 1st app.; Geo. W. Rogers, 2d class app.; W. R. Hines, app., 1st C.; Robert Brown, app., 2d C.; J. P. McGrath, app., 1st C.; H. T. Johnson, app.; F. A. Shippy, app.

[First indorsement.]

U. S. FLAGSHIP NEWARK,
Montevideo, Uruguay, January 14, 1895.

Respectfully forwarded. Not approved.

SILAS W. TERRY,
Captain, Commanding United States Naval Forces on South Atlantic Station.

[Second indorsement.]

BUREAU OF NAVIGATION,
February 21, 1895.

Respectfully referred to the Honorable Secretary of the Navy, with recommendation that appropriate legislation be asked.

F. A. COOK, *Acting Chief of Bureau.*

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 337.

EUNICE PUTMAN.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

House bill No. 2051, with his objections thereto.

FEBRUARY 25, 1895.—Referred to the Committee on Invalid Pensions and ordered to be printed.

To the House of Representatives:

I return herewith without approval House bill number 2051, entitled "An act to grant a pension to Eunice Putman."

This bill provides for a pension to the beneficiary therein named as the helpless daughter of John Putman, who served as a private in the war of the rebellion from August 27, 1864, to June 2, 1865.

In 1870, when the beneficiary was 2 years old, her mother died, and her father married again in 1872. He applied for a pension in 1884, but died the same year. His claim was allowed, however, in 1891, and his pension, which had accrued between the dates of his application and his death, was paid to his widow, Jeanette S. Putman. Immediately thereafter a pension was allowed the widow in her own right dating from the soldier's death in 1884, with $2 additional per month for each of two minor children. The beneficiary was not included because she had reached the age of 16 years prior to her father's death.

The report of the committee to whom this bill was referred states that no claim for pension on account of the soldier's death has ever been filed in the Pension Bureau, and it seems that upon this theory it was proposed to pension the daughter. I do not suppose it was intended that a double pension should be allowed.

In point of fact the widow has already been pensioned, and in such pension allowance has been made for the minor children. There is no suggestion that the widow has died or remarried.

If this bill should become a law two full pensions would be in force at the same time, one to the widow and another to the daughter, each predicated upon the services and death of the same soldier.

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 26, 1895.

[H. R. No. 2051. Fifty-third Congress, third session.]

An act to grant a pension to Eunice Putman.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the Act of June twenty-seventh, eighteen hundred and ninety, the name of Eunice Putman, permanently helpless daughter of John Putman, late a private in Company D, One hundred and eighty-sixth Regiment New York Volunteers.

CHARLES F. CRISP,
Speaker of the House of Representatives.
A. E. STEVENSON,
Vice-President of the United States and President of the Senate.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 338.

COLLECTORS AND DEPUTY COLLECTORS OF CUSTOMS TO ADMINISTER OATHS IN CERTAIN CASES.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

RECOMMENDING

That collectors and deputy collectors of customs be authorized to administer oaths in certain cases.

FEBRUARY 28, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 27, 1895.

SIR: I have the honor to transmit herewith, with a recommendation for favorable consideration, the recommendation of the Auditor for the Treasury Department, under date of February 27, 1895, that certain oaths may be administered by collectors and deputy collectors of customs.

Respectfully, yours,

C. S. HAMLIN,
Acting Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT, OFFICE OF
AUDITOR FOR THE TREASURY DEPARTMENT,
Washington, D. C., February 27, 1895.

SIR: I have the honor to call your attention to the inconvenience to customs disbursing agents and the injustice to customs employees occasioned by the want of a law allowing the oaths required by sections 1790 and 2693, Revised Statutes (the same being oaths to pay vouchers at the close of each month), to be taken before a collector or deputy collector of customs.

This state of affairs, so far as it related to officers of the Revenue-Marine Service, was corrected by a proviso inserted in the sundry civil appropriation act of March 3, 1893 (27 Stat. L., p. 577), and it is sug-

gested that the following be inserted in the present sundry civil or legislative, executive, and judicial bill.

The oaths now required by sections seventeen hundred and ninety, and twenty-six hundred and ninety-three, Revised Statutes, may be administered by collectors and deputy collectors of customs.

Respectfully, yours,

E. P. BALDWIN,
Auditor.

The SECRETARY OF THE TREASURY.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 339.

CATHERINE OTT.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

House bill No. 6868, "for the relief of Catherine Ott, widow of Joseph Ott," with his objections thereto.

FEBRUARY 28, 1895.—Referred to the Committee on Invalid Pensions and ordered to be printed.

To the House of Representatives:

I herewith return without approval House bill No. 6868, entitled "An act for the relief of Catherine Ott, widow of Joseph Ott."

An application made by the beneficiary named in this bill under the law of 1890 was rejected on the ground that her husband died in the service, and therefore had not been honorably discharged, as required by that law.

It appears that after he had served a number of years in a cavalry regiment, and having been once discharged for reenlistment, he was transferred to the Veteran Reserve Corps, and was in that service at the time of his death.

In these circumstances the rejection of the beneficiary's claim, on the ground stated, is held under present rulings of the Pension Bureau to have been erroneous; and such claim can now be favorably adjudicated upon proof of continued widowhood of the applicant and the lack of other means of support than her daily labor.

If such proof is supplied she would be entitled to a pension dating from July 14, 1890, which would be much more advantageous than the relief afforded by the bill herewith returned.

If the beneficiary can justly claim a pension dating from her application to the Pension Bureau in 1890, the benefits accruing to her therefrom should not be superseded by this special legislation, which allows relief only from the date of its enactment.

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 27, 1895.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 340.

OKLAHOMA CENTRAL RAILROAD.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING,

Without his approval, House bill 5624, entitled "An act to authorize the Oklahoma Central Railroad to construct and operate a railway through the Indian and Oklahoma Territories, and for other purposes."

FEBRUARY 28, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

To the House of Representatives:

I herewith return without approval House bill number 5624, entitled "An act to authorize the Oklahoma Central Railroad to construct and operate a railway through the Indian and Oklahoma Territories, and for other purposes."

The railroad proposed to be built under authority of this bill commences at a point in the Creek Nation called Sapulpa, and runs through the Indian Territory to Oklahoma City in Oklahoma, and thence through the Kiowa and Comanche Reservation to a point at or near the Red River, on the west line of said reservation.

There is no provision in this bill requiring the consent of the Indians through whose lands it is proposed to build the road.

The character and situation of these Indians is such as to make this consent important.

The first section gives the railroad company the right to build not only its line of road, but "such tracks, turn-outs, branches, sidings, and extensions as said company may deem it to their interest to construct."

If under an apparent grant to build a railroad, the route of which is in a general way defined, this company is to be allowed to build such branches and extensions as it may deem it to its interest to construct, the grant, I am sure, is more comprehensive than was intended by the Congress.

It seems to me that the entire line of the proposed railroad should be precisely located and subjected to the approval of the Secretary of the Interior before the work of construction is entered upon. This bill provides that it shall be approved in sections of twenty-five miles before construction on such sections shall be commenced.

Our relations to the Indians on reservations and their welfare and quiet are better preserved and protected when the entire line of road can be settled upon at one time, and all uncertainty and doubt on the subject removed. The object sought by submitting the line to the supervision and determination of the Secretary of the Interior can be better and more intelligently accomplished if it is dealt with in its entirety instead of in sections.

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 28, 1895.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 341.

ARKANSAS NORTHWESTERN RAILWAY COMPANY.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

RETURNING

Without his approval House bill 8681, entitled "An act authorizing the Arkansas Northwestern Railway Company to construct and operate a railway through the Indian Territory, and for other purposes."

FEBRUARY 28, 1895.—Referred to the Committee on Indian Affairs and ordered to be printed.

To the House of Representatives.

I herewith return without approval House bill number 8681, entitled "An act authorizing the Arkansas Northwestern Railway Company to construct and operate a railway through the Indian Territory, and for other purposes."

The contemplated route of this railway, so far as it is disclosed in the bill, would run from a point in the southwestern corner of the State of Missouri, across the northeastern corner of the Indian Territory, to a point in the southeastern part of the State of Kansas. This route necessarily runs through the lands of the Cherokee Indians or through the small reservations of the Quapaws, the Peorias, the Ottawas, the Wyandottes, and the Senecas.

There is no provision in the bill requiring the consent of the Indians whose lands are to be thus traversed.

There is no provision requiring the entire line to be located and approved by the Secretary of the Interior before the work of building is commenced.

The bill provides for compensation to individual occupants or allottees by a process of appraisal by referees, with the right of appeal to the district court held at Fort Smith in the State of Arkansas.

In the case of allotted land or land held in individual occupancy by the Indians great care should be exercised in interfering with their holdings. Their land is given them for cultivation and with a view of making them self-supporting and industrious citizens. If their land is invaded and cut up by railroads the purpose of allotment is in danger of being defeated. Money compensation is of but little use to them, and no amount can compensate for the disturbance in the cultivation of their lands and their consequent discontent and discouragement.

These considerations, it seems to me, emphasize the necessity of the exact location of the entire line of the contemplated railroad and such control over it by the Secretary of the Interior as will enable him to avoid as much as possible interference with individual Indian occupants and other difficulties.

This supervision and regulation of the line can be done with much more safety and effectiveness in considering the entire line than it can be done in sections of twenty-five miles each, as is provided in the bill.

The United States circuit and district courts for the districts of Kansas and the district of Arkansas, and such other courts as may be authorized by Congress, are given concurrent jurisdiction of all controversies arising between the railway company and the nations and tribes of Indians through whose territory the railway shall be constructed, or between said company and the members of said nations or tribes, without reference to the amount in controversy, and the civil jurisdiction of said courts is extended within the limits of said Indian Territory without distinction as to the citizenship of parties so far as may be necessary to carry out the provisions of the act.

The requirement that an Indian shall be obliged to seek a distant court for the adjudication of his rights in his controversies, great and small, with this railway company would result in many cases to a denial of justice.

I am convinced of the growing necessity in this period of change in our relations with the Indians of caution and certainty in the grants given to railroads to pass through Indian lands, and of the exercise of care in allowing interference with their occupation.

GROVER CLEVELAND.

EXECUTIVE MANSION,
February 28, 1895.

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53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 342.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

The report of the Inspector-General on the several branches of the National Home for Disabled Volunteer Soldiers, from October 3 to December 23, 1894.

MARCH 1, 1895.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., February 27, 1895.

SIR: Pursuant to law (act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1895, and for other purposes), I have the honor to transmit herewith the report of the Inspector-General, dated January 26, 1895, together with its ten inclosures therein referred to, of an inspection of the several branches of the National Home for Disabled Volunteer Soldiers, made from October 3 to December 23, 1894.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WAR DEPARTMENT,
INSPECTOR-GENERAL'S OFFICE,
Washington, D. C., January 26, 1895.

SIR: I have the honor to submit the following report of an inspection of the several branches of the National Home for Disabled Volunteer Soldiers made from October 3 to December 23, 1894, under the provisions of the acts of Congress relating to this subject, the last being approved August 18, 1894. This exacting duty related to over 15,000 men and disbursements amounting to $4,758,173.48, and was greatly facilitated by the courtesy and assistance of the officials generally at the several branches. It is believed the methods of accounting for public funds and property, and for the transaction of public business will be acceptable to all here, and that the changes recently adopted in the forms and accounts by direction of the Secretary of the Treasury are beginning to work perfectly smoothly, and the inspection of these old soldiers and their Home seems just as practicable as any

others wherever desired; though, should there be a feeling of opposition to it, unnecessary difficulties may be created.

The inspection was begun by a visit of courtesy to the president and the secretary of the Board of Managers of the Home, the former, who had also been acting treasurer, being asked for any information and assistance he could give for the inspection of the Branches. At my second visit he informed me verbally, and subsequently in writing, that there were funds which would not be presented for this inspection under existing circumstances, though I have since been informed by him that a different conclusion has been reached. The new treasurer had not as yet made any disbursements. The inspection of the Branches was continued until Christmas, when I appeared before the Appropriations Committee on this subject, in compliance with its summons, and the inspection terminated. It would make this report too diffuse to go here into all the details and minutiæ of a thorough inspection from attic to basement of several of the Branches of this most creditable institution, so reference is made to the appendices.

Funds.

At the first Branch visited it was found, as indicated in the communication of October 3, 1894, from the president and acting treasurer, that considerably larger sums had been expended than were forwarded from Washington for the purpose. It subsequently appeared that the State aid funds had been advanced to these national Branches, and, when occasion required, the pension fund was also called upon for expenditure at a Branch Home, and ultimately the moneys appropriated by Congress were received, but after the posthumous fund had been called in as part of the general fund and partially used for making advances, though no receipts for this money or bonds from the general treasurer were found in the hands of the local treasurers. This seems a temporary and exceptional condition of the finances, even if Congress cares to have cognizance taken at all of the separation or intermingling of the several funds of the Home, in the interests of good administration and accurate supervison.

It is submitted that by sending transfer drafts directly to the depository, as is customary in the transfer of moneys under the War Department (instead of sending it to the disbursing officer), the greatest accuracy as to the dates and transfers can be obtained and proper assurance be given from the face of the records that the checks and deposits are for receipts and expenditures of even dates and for authorized purposes, as shown by correct vouchers to proper debtors. But doubtless the evident and complete accord between the bank records, the check, the vouchers, the stub, and the cashbook, that experience elsewhere has proved to be generally beneficial, can soon be established, and any temporary deflection of funds from one appropriation or heading to another can be minimized, and may have already been so.

Property.

No returns or accounts of imperishable property are received by the authorities in Washington, such as are prescribed for public property in the military service, showing its disposition either by issue, expenditure, or condemnation; though in the aggregate its value is quite considerable. It appears that if these accounts were thus rendered to a department of the Government it would add little or nothing to the clerical work at some of the branch homes, which seem to have found it necessary for their own security to prepare the necessary quarterly returns even of perishable stores.

With warm praise for the management and administration, and for the zeal and intelligence of those conducting the affairs, it is respectfully submitted that the system of accountability should receive the

closest consideration, whether to the United States or locally; but it is not deemed best to overladen this report now with details of book-keeping or affairs which can be accommodated to the rules governing public accountability in good time and without shock, if all can work together in good accord.

Buildings. The buildings purchased with some of the branches, and constructed originally for other purposes than barracks, do not seem as satisfactory as the new ones, which are generally admirable; the hospitals deserving special commendation in construction and service and care. But as to future buildings, the remarks of Colonel Lawton in his inspection report of last year touched upon a special view in answer to a definite inquiry that may arise again. There is probably nothing which more deserves consideration than the decorous and comfortable housing of these beneficiaries of the Government. Food, raiment, and shelter are bestowed by the Government at these homes upon needy and deserving men who have well earned them; and the quality is more than commendable—it is praiseworthy.

The men are now growing old and decrepit and are possiby fading away faster than State and National Governments can build permanent structures for them. The quickest and most economical method of suitable construction should not be difficult to determine at some of the branches, if the rate of increase of numbers can be indicated by fairly reliable statistics. Even then the system of commutation may be needed to relieve the pressure in the winter months. However commendable the majority of the buildings may be, there is a limit to their capacity which has been decidedly overstepped.

Members. Men who have by their conduct in war and by their present disability earned a perfect title to all the consideration now being shown them, deserve something better than sleeping on floors or overcrowding in basements and attics, stair closets, and worse. They must be located, when received in such national Homes, in a way that is always creditable to the Government. The number of applicants who are entitled, under the law, to the benefits of the Home but can not gain admission, and the number of those who are sleeping in places not intended nor fully suitable for dormitories, can be learned approximately from the yearly reports. How to secure the speediest relief for these old and feeble and worthy men in time for them to profit by it, deserves the most serious attention. The impression given at some of these Branches can not be too clearly presented. If there must be such a limitation to the expenses that some things believed to be needed can not possibly get into the appropriation bill, doubtless all in authority will join in indorsing those items which will do the greatest good to the greatest number. When short of funds and a choice must be made, the items of first importance at these Branch Homes is food, raiment, and lodging, especially in this winter weather. Everywhere there was talk of the unprecedented pressure for admission to the Home. It may be worthy of consideration if, under these exceptional circumstances, the expedient of the Hampton, Marion, and Washington Homes, of giving outside commutation may not merit temporary adoption.

Review. The march past of hundreds of these old veterans arrayed still in their country's uniform and showing the martial spirit and training of their youth, was a most creditable display both to the men themselves and the Republic which they are citizens of; and the pathos of the ceremony was noticeable.

The Officers.

In conclusion, I desire to express my gratification at witnessing how much has been done, and wisely, for our disabled old soldiers, and to invite particular attention to the enthusiasm, zeal, and general efficiency of the officers conducting the affairs of the Branch Homes, and to the marked economy and efficiency which have been attained in the matters most nearly affecting the welfare or comfort of the members. The efforts in this direction deserve to be heartily sustained, and it is indubitable that the policy of Congress will be faithfully accepted and loyally carried out. Certainly this is the first desire of this Department.

Respectfully submitted.

J. C. BRECKINRIDGE,
Inspector-General.

The SECRETARY OF WAR.

LIST OF APPENDICES.

A. Subreports concerning the several Branch Homes:
   1. Eastern Branch.
   2. Southern Branch.
   3. Marion Branch.
   4. Northwestern Branch.
   5. Western Branch.
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B. Statistical tables:
   1. Statement showing population of Branch Homes.
   2. Statement showing gain in average number of members present since 1890.
   3. Statement showing discipline, books in library, and cost of band.
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   6. Statement showing number of persons employed and amounts paid them during year.
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   8. Statement showing estimated cost of buildings reported in use by post fund.
   9. Statement showing business of Home stores during year.
   10. Statement showing profits of beer hall and employees under post fund.
   11. Statement showing capacity of barracks and number of storehouses.
   12. Statement showing cost of improvements and repairs made during year; value of property condemned; value of farm products and capacity of dining halls.
   13. Statement showing value of quartermaster's stores, clothing, and subsistence stores on hand June 30, 1894, and other data.
   14. Statement showing system of water supply, bathing facilities, and religious services.
   15. Consolidated statement of inspection of the disbursements and money accountability of the Branch treasurers.

APPENDIX A.

No. 1.—Report of an Inspection of the Eastern Branch, made October 9 to 15, 1894.

Location.

This, the oldest of the branch homes, was opened for use in June, 1866. The original tract consisted of 1,092 acres, situated about 5 miles from Randolph, Me., on the Kennebec River; with which town it is now connected by a narrow-gauge railroad. To this tract has since been added by purchase 662 adjoining acres and 0.12 of an acre in Randolph for wharfage, making a total of 1,754.12 acres held for the purposes of the Home.

The reports show that exclusive of the cost of the land ($20,400) the sum of $452,500.55 has been expended for buildings and improvements, to June 30, 1894, making the total cost of the realty to that date $472,900.55.

In the governor, Gen. Luther Stephenson, this branch of the Home has an intelligent, zealous, and careful officer. He seems to be thoroughly familiar with all the details of the Home and interested in all matters that pertain to the welfare of the members.

Buildings.

On this property there are 64 buildings, 12 of brick and 52 of wood, used for various Home purposes. Ten of these, 6 brick and 4 wood, are occupied as barracks; 7, 3 brick and 4 wood, as dwelling houses for the officers, matron, and female nurses; 2 as hospitals, and 1 as an isolation ward; 1 headquarters building, a chapel, a theater, a Keeley League building, a beer hall, the second story of which is occupied as a barrack, a guardhouse, railroad station and restaurant, a sawmill, a boiler house, 4 barns, a stable, and a large number of small building used as shops, sheds, and tool houses.

The dining room occupies the first floor of one of the brick barracks, and is joined to a brick and wood building used as a kitchen. There are 4 wood buildings used as storehouses, and some of the outbuildings and cellars where space can be found are also used for storage. The condition of some of these buildings was poor, and not well adapted to their uses.

The appropriation act of August 18, 1894, authorized the expenditure of $5,000 for the alteration of the boiler plant. This was applied to the construction of a new stack and buildings into which the old engines and boilers were moved. The building will also accommodate the engineer shop. The building and stack were not erected by contract, but by day's labor, and, with the cost of the materials, it is estimated the entire improvement will cost about $13,000. Of this sum $5,000 will be paid from the special appropriation and the deficiency will be supplied from the general appropriation for construction for this and the prior fiscal year. As no record is kept of the amounts expended for repairs, etc., on each building, as is done in the Army, it was not ascertained where the money appropriated for construction and repairs was applied.

The Home is supplied with water and electric light from Augusta, Me., distant about 5 miles, under annual contract; the water at a cost of $5,000 and the electric light at $7,000. The principal supplies furnished the Home are transported to it over the narrow-gauge railroad referred to, with which the Home has a contract for five years, to pay $1.50 per ton for all freight transported to it. As the Home consumes annually about 4,000 tons of coal, the transportation of this item alone for a distance of 5 miles costs $6,000.

Members.

The normal capacity of the barracks is estimated at 1,495, and that of the hospital, including attendants, at 350, making a total of 1,845. The largest number present at one time during the last fiscal year was 1,804, on March 15, 1894, while the average number present during the year was 1,687. This is an increase of 81 over the average of the previous year.

The number reported present on date of review, October 10, 1894, was 1,750, of which 531, or 30 per cent, were sick, and 310, or 18 per cent, were on extra duty. In addition to this number of members there were 60 citizen employees. Of the whole number cared for, 2,668, during the year, 944 were native born and 1,724 of foreign birth, an increase from 57 per cent to 65 per cent over last year in foreign birth at this Branch.

Discipline.

The discipline seemed to be good. The number tried once was 298, about 11 per cent of the whole number cared for, and of those tried twice, 41, or only 1½ per cent of that number. The principal offenses seemed to be drunkenness and petty insubordination.

Amusements.

The daily concerts given by a fine band of 18 men, and a theatrical performance about once a week, together with the free use of card, billiard, and pool tables, add to the opportunities for amusement given by the library of 7,926 volumes, with a subscription list of 32 periodicals and 23 papers. The members of the band serve in a dual capacity as an orchestra (string) for indoor performances and as a military band (brass) for outdoor. It costs $6,562.94.

Religious Services.

Religious services are held on Sunday mornings and afternoons by Episcopal, Catholic, Methodist, and Unitarian ministers.

Disbursements.

The disbursements reported by the Branch treasurer during the fiscal years ending June 30, 1893 and 1894, under the several heads, were as follows:

	1893.	1894.
Current expenses	$22,887.10	$21,242.35
Subsistence	111,179.68	104,579.70
Clothing	1,587.25	1,587.73
Household	41,377.41	47,692.17
Hospital	22,800.89	21,728.90
Transportation	1,749.99	1,337.78
Construction	39,432.54	36,566.25
Farm	14,772.59	12,050.06
Total	255,787.45	246,784.94

Accounts.

The accounts and disbursements from October 26, 1893, to October 9, 1894, involving $521,487.43, were inspected. This inspection covered not only the "general fund" arising from Congressional appropriations, but also the pension, post, and posthumous funds. The balance of posthumous fund, amounting to $12,540 in bonds and $7,694.07 in cash, was turned over to the act-

ing treasurer for transfer to the general fund, under the act of August 18, 1894. It also appears that although the Treasury Department had not remitted any funds pertaining to the appropriation for 1895, the treasurer at this Branch had received money as of and pertaining to that appropriation. The accounts at this Branch were much confused. The treasurer turns cash over to the quartermaster by orders from the governor for purchases in open market. The quartermaster deposits this amount to his credit in a bank, not an authorized depository, and disburses it, and returns the paid vouchers to the treasurer, who includes them in his account, and thus becomes responsible under his bond for another's transaction. This is done under orders from the president of the National Home for Disabled Volunteer Soldiers, dated May 5, 1892.

The following were presented as cash items in accounting for the balance due:

Amount retained by Capt. A. L. Smith from restaurant funds	$25.18
Cash advances made to Maj. J. D. Anderson, treasurer	18.10
Due bill of Maj. J. D. Anderson, dated September 25, 1894	400.00

The disbursements of 1894, as compared with 1893, show a decreased expenditure under each head except household and a very slight increase in the amount expended for clothing. The average cost of the ration, based upon the disbursements, was reduced from $0.1939 to $0.1724, and the average cost per capita, exclusive of construction and repairs, from $147.28 to $135.83. The amount expended for repairs is reported as $25,134.45, or about 55 per cent on the cost of the buildings to June 30, 1894. The permanent improvements completed during the year were the main sewer, for which a special appropriation of $25,000 was made; a cow barn, at a cost of $3,056.17; a wharf at Randolph, $1,091.68; an isolation ward, $429.44, and an addition to the headquarters building, $600.

Employees.

The employees at this Branch number 4 officers, 18 noncommissioned officers, 892 members, and 63 civilians, at a total cost of $72,971.33 for salaries, about $42.66 per capita, and 25 per cent of the total expenditures. The average annual salaries of the members being $50.88, and of the civilians $318.71. Thirty-nine members were on extra duty without pay.

Post Fund.

This fund arises from the profits derived from the sales at the Home store, restaurant, beer hall, and of tickets at the theatre, and is expended for merchandise, beer, amusements, the expenses of the Keeley cure, pay of the band and employees about the post not otherwise provided for. Last fiscal year the amount received for sales was $51,036.86. Expended for merchandise, including beer, $19,797.81; for services, $25,370.77, and for amusements, $4,953.11; leaving a balance on hand of stock, $4,378.61, and cash, $2,854.28. The disbursements from this fund are under the supervision of the post council of administration. The accounts are sent quarterly to the president of the Board for examination and audit, after which they are returned to the Home. No report or accounting is made of these funds to the Treasury.

Pensions.

The number of pensioners at this Branch on June 30, 1894, was 1,444, at rates ranging from $2 to $50 per month. Average pension paid, $9.24 per month. The amount of pension money received by the treasurer was $206,017.90, and disbursed, $211,846.23, reducing the balance on hand at the beginning of the fiscal year from $44,827.37 to $39,319.04 at the close.

Barracks. The barracks were found well policed, and the beds, bedding, and lockers in good condition. In erecting public buildings of this character the minimum space to fulfill sanitary conditions is 50 square feet of floor space and 600 cubic feet of air space per occupant. In some of these barracks the floor space to each man is but 40¼ square feet, and the air space but 408 cubic feet, and the average was found to be 47 square feet and 530 cubic feet, respectively. Considering the character of the buildings, the protection against fire seems hardly adequate, the pressure on the mains being very variable and no forcing apparatus on hand. The testing of the methods only once in three months seems insufficient under the circumstances.

Quartermaster and Commissary Departments. These departments are under one officer, and seem to be carefully and well managed, and the distribution of labor in office work not excessive. Yet no record seems to have been kept of the amount expended on each building so as to show not only the cost of the building to date, but to fully account for all materials purchased and labor expended; nor is there any record of the value of quartermaster's stores on hand June 30, 1894. No property returns are rendered, nor does there seem to be that minute supervision over the property accounts by any Government authority in Washington or any other than the official in charge of it and occasional inspection. The cost of property condemned during the year was $10,209.28. Of this amount $7,642.10 was for clothing, $1,724.55 for beds and bedding, $287.70 for tableware, and the balance for miscellaneous articles. Attention was drawn to the inferior quality of the coffee bowls furnished. One hundred and forty-four dozen of them were condemned during the year.

The average cost of maintenance during the fiscal year was exclusive of construction, $135.83. Of this amount $62.97 was for subsistence, $30.63 for household expenses, $15.32 for clothing, $13.53 for hospital, and $13.38 for administration and other expenses. The per capita for construction expenses was $23.26.

Farm. The farm consists of about 500 acres, principally in hay and root crops. A large quantity of cabbage, some corn, and beans are raised.

The value of the crop is estimated at	$6,796.95
Consumed on the farm	5,506.75
Consumed at messes	1,290.20
Value of milk furnished	7,224.48
Total value of farm to the messes	8,514.68
The farm is also credited with the teaming done about the place, and this is estimated at	4,032.78
And with sundry sales	491.05
Total credits	13,038.51

The milk furnished is charged at 24 cents per gallon. Milk is bought at the Central Branch for 11.9 cents per gallon. The amount appropriated for the farm was $11,819.32. The value of the farm stock on hand June 30, 1894, was stated at $4,474.

Hospital. The affairs of the hospital seem to be well administered and the surgeon in charge well informed as to his duties. Aside from the ordinary medical cases the principal diseases seem to be some form of functional or organic disturbance of the heart and chronic diseases of the nervous system. The number of deaths at the Home during the year was 95, and the average age at

death about 64 years. The death rate per 1,000 of average present and absent was 57.16. The facilities for bathing seem to be ample, but the drainage appears, owing to the formation and character of the soil, not satisfactory, nor does the water pressure seem adequate to the demand.

No. 2.—Report of an Inspection of the Southern Branch made October 18 to 26, 1894.

Location.

This Home, fronting on the historic waters of Hampton Roads, and about two miles from the large military post of Fort Monroe, near the electric road to Newport News, is noted for the salubrity of its climate and the beauty of its location. It was the last of the four branches established under the general law of March 21, 1866; and was opened for the admission of members late in 1870. The original tract of land consisted of 26 acres, and was purchased, with the buildings valued at $25,000, for $50,000. To this has been added 43 acres of adjoining land, leased at a rental of $1,075 per year, and a tract of 300 acres about 2 miles from the Home, as farm land, at $450 per year. Permanent buildings erected by the Government on leased land is probably exceptional in peace times. Since the first purchase there has been expended on improvements, buildings, etc., about $740,000, making a total cost to the close of the fiscal year of $790,000.

The governor of this branch, Col. P. T. Woodfin, is an experienced officer, being the oldest governor in the point of service in the Home. He takes great pride in his charge, and endeavors to make it the most desirable of the branches.

Buildings.

There are 20 buildings, 8 brick and 12 wood, used as barracks; 4 buildings, 1 brick and 3 frame, used as officers' quarters; a hospital, theater, chapel, restaurant, store, beer hall, pavilion, social hall for the use of the Keeley Club, headquarters building, treasurer's office, boiler house, laundry, 2 storehouses, a mess hall, stable, and a number of small cottages; and, in addition to these, 42 tents, used to relieve the overcrowded barracks. There is an elevator in the main building said to have been paid for from the posthumous fund. The main buildings used as barracks are lighted by gas and heated by steam. In the tents candles and stoves are used. The theater, officers' quarters, and some other buildings are lighted, as well as the grounds, by electricity.

Members.

At the date of inspection, October 23, 1894, there were present 3,025, of whom 704, or 23 per cent, were sick, and 432, or 14 per cent, on extra duty with pay; 965 men reported absent, 24 per cent of whole number, and many of these have been absent for years, using the Home merely as a medium through which they may draw their pensions with least trouble. One hundred and four are reported as living outside. The average number present last fiscal year was 2,871. Of the whole number cared for during the past fiscal year 48 per cent were of native birth, while in the prior year there were only 43 per cent. There were about 1,000 men in line for the march past at review, and their bearing was commendable and the clothing neat. The fact that most impresses one in making a barrack inspection is the overcrowded condition of the dormitories. How great the pressure is to gain admittance, and what numbers are outside still appealing to be let in is indicated by the kindheartedness of the authorities in throwing the doors open until members old and infirm were

found in basements, in attics, over the stables and workshops, in cellars hardly fit for storage purposes—for the stores were as well or better housed—182 in tents, in which the men preferred to live; and though this may not be the most economical continuous shelter, still they may be better than to sleep on floors, in closets, in overcrowded rooms or cellars, with a floor and air space less than the minimum demanded by the laws of hygiene. The first need of the Branch Homes is decorous shelter for the increasing number of applicants for admission.

Discipline.

There are special elements that tend to interfere somewhat with discipline, and to require from the officers a more watchful supervision than at a more isolated Home, yet the docket does not show an undue number of members delinquent, and there are 98 per cent who never offend. This reflects credit not only on the officers but also on the men. The system of granting weekly and annual passes for good conduct is commended. The most numerous offenses seem to be drunkenness and jumping the fence, and these seem confined to 2 per cent of the members.

Amusements.

A large theater has been constructed with a seating capacity of 1,400, with standard plays, concerts, lectures, etc.; a billiard and pool room, a smoking room with tables for games, a reading room with a library of 8,384 volumes, 92 papers and nine periodicals, furnish entertainment and facilities for amusement. The open air concerts in summer, and orchestral in winter, of the band, contribute much to the pleasure of the members. This band numbers 23 and is paid for from the post fund. The annual cost is stated as $5,700.

Religious Services.

Services are held weekly on Sundays, and evening services during the week, under the auspices of Protestant and Catholic clergymen.

Disbursements.

The disbursements for 1894, as compared with those of 1893, show a reduction of over $11,000 under subsistence, about $5,000 under construction, $2,500 under farm, and $1,600 under hospital. These reductions are offset by almost a corresponding increase under the other heads, the largest being under clothing, the balance being in favor of 1894 by about $5,300.

The accounts and disbursements from October 30, 1893, to October 18, 1894, were inspected, involving $942,613.60 under the different funds, "general," "pension," "post," and "posthumous." The balance of the posthumous in the hands of the local treasurer (except $499.16) was turned over to the acting general treasurer, amounting to $19,887.66, though there were no receipts on file from the general treasurer for funds transferred to him. Of this amount $4,765.76 was in cash and $15,121.90 in United States bonds. The same fact noted in the Eastern Branch as to the receipt of 1895 funds from the acting treasurer was noted here. There seemed to be some lack of definite instructions, which tended to confuse the vouchers and accounts. An outstanding indebtedness of about $1,300 in excess of allotment by the Board of Managers of $4,000 on account of alterations in the governor's house was pending. Checks were issued in January, 1894, for payment of vouchers filed in the account of the previous quarter. All checks received by the treasurer should be promptly deposited for collection. The new form of time books furnished did not appear to be so well adapted for a record as the old form. The balances were tested and found correct, except a small excess ($0.50) in the balance on hand under the pension fund. The books were models of neatness, and the treasurer is an intelligent and markedly capable officer.

The average cost of the daily ration was reduced from $0.1959 in 1893, to $0.1735 in 1894, while the annual cost of clothing showed an increase from $13.38 to $16.09. The average cost per capita, exclusive of cost of construction and repairs, was reduced from $123.99 to $119.26. This average per capita is distributed as follows:

Subsistence, $63.34; clothing, $16.09; household, $19.09; hospital, $8.69, and for administration and other expenses, $12.06. The cost of construction per capita was $9.52.

The cost of repairs during the year is reported as $20,588.79, or about 2.7 per cent of the stated cost of the buildings to June 30, 1894. The amount expended for permanent improvements from the general fund was $6,506.79, and from the post fund, which includes the building of a new beer hall and a social hall, was $10,569.37. A fine cement walk is in course of construction, costing, to June 30, $4,162.16, and paid for equally by the general and post funds.

Post Fund.

The fifteen post-fund buildings are estimated to have cost $72,130. The number of persons employed and paid from that fund is 75, of which 21 are citizens. The balance on hand of this fund at the beginning of the fiscal year was $17,584.96; the amount expended for stock during the year was $42,245.25; the amount of profit realized from sales was $37,242.21, of which $27,896.95 was from the sale of 2,739 barrels of beer, costing $20,387.50. In addition to this profit there was received from the Keeley cure, whose accounts are kept with this fund, $2,714.28. The total credit of $39,956.49 was expended in part, as follows:

For services, $22,327.67; for amusements, $5,062.23; for excess of transportation, $663.05; for the new beer hall and the new social hall, $9,648.07; leaving apparently a net profit to the fund of $2,255.47. Purchases from the post fund are principally made in the open market. There did not seem to be any check upon the cash returns of the member in charge of beer-hall sales.

Employees.

The employees, exclusive of those paid from the post fund, number 497, of whom 31 are civilians, at a total cost of $70,125.74 for salaries per annum, about $24.42 per capita, and 19 per cent of the total expenditure, the average annual salary of the members being $126.67, and of the civilians $358, this is an increase of 31 per cent in the pay of members and of 46.6 per cent in the pay of civilians over last year, and a decrease of 123 persons in number employed. There were 56 members on extra duty without pay, and the average number of members to each employee under pay was 5.77.

Pensioners.

Of the 3,985 members on the rolls June 30, 1894, 3,213 were pensioners, drawing pensions from $1 to $72 per month. Of this number 188 were drawing pensions of over $16 per month. The average pension per month was $11.25. The amount of pension money received by the treasurer during the fiscal year was $448,355.07. There was paid in currency to the pensioners during that time $340,161.21, and by check $109,292.28, reducing the balance on hand to $21,600.81.

Quartermaster and Commissary Department.

These departments, as at the Eastern Branch, are under one officer, who takes a just pride in the condition of the affairs in his charge. The dining hall, with a seating capacity of 1,232, presents a very attractive appearance, and the cleanliness of both it and its adjunct, the kitchen, was noticeable. The stores on hand were well housed, and did not seem to be excessive for the needs of the Home. The same methods as to property accounts and returns as at the Eastern Branch prevail here. It would seem

some less cumbersome methods of issue would obtain without affecting the accuracy of responsibility. The cost of property condemned during the year was $39,925.63; of this amount $35,227.04 was for clothing, $1,918.07 for beds and bedding, $450 for tents, $1,087.23 for dining room and kitchen ware, and balance for miscellaneous stores. The water supply was inadequate, and was the source of discomfort as well as anxiety. The principal supply was from wells sunk on the premises; but it is understood that a contract had been made with the Newport News Water Company to supply the Home with 200,000 gallons of water per day for $7,500 per annum. This, it is said, will be of great benefit to the Home from a sanitary and economic point. The danger of fire from the character and location of many of the buildings demands protective measures that will not fail as the present ones seemed to in the test before me.

Farm.

Of the 300 acres leased for farm purposes, only 80 are under cultivation. There are 8 buildings of wood used for the various purposes of the farm. The principal industry seemed to be the dairy and piggery.

The value of the crop is estimated at	$4,219.58
Consumed on the farm	3,243.75
Consumed at the messes	975.83
Value of milk furnished	8,458.78
Value of beef and pork	1,294.11
Value of farm to messes	10,728.72
The farm is credited with teaming done about the place, estimated at	2,278.75
And with sundry sales	268.40
Total credits	13,275.87

The milk furnished is charged at an average of 24.37 cents per gallon. The amount appropriated for the farm for 1894 was $20,000; amount disbursed, less receipts, $17,147.98. The value of farm stock on hand June 30, 1894, was stated as $3,765.70.

Hospital.

The neatness of the wards and the apparent comfort and contentment of the men evidenced the constant and intelligent care of the attending surgeon, who has tendered his resignation on account of his health and whose services must be dispensed with with marked regret. The building is of brick, and will accommodate about 550 beds, including those needed for the attendants, and is in construction and every detail a model hospital; and the surgeon reports that from 50 to 100 of the members in the hospital as patients could have been as well cared for in the convalescent company had there been room; but even a basement of the hospital was being used as a dormitory.

The average number of patients in hospital during the year 1894 was 463. The principal diseases treated were organic diseases of the heart, 27 per cent of the whole number treated; chronic rheumatism, 21 per cent; chronic diseases of the lungs, 16 per cent, and senile debility about 14 per cent. The acute diseases did not reach more than 6 per cent, and most of them were so light as to be successfully treated at sick call. No epidemic occurred, but a slight one of influenza, which was treated mostly in quarters. The number of deaths, present and absent, was 192; and the average age at death 61¾ years. The death rate in 1,000 of average present and absent during the year was 50, while for the previous year it was 54. There are 97 persons, exclusive of the surgeon in charge, employed at the hospital, of whom 14 are

civilians. The annual pay roll is $9,256, being $19.99 per capita of sick. The amount appropriated for the hospital for 1894 was $27,444.35, and the amount disbursed to June 30, 1894, $23,966.78.

The sewerage is collected into a large water-tight reservoir and pumped thence, when the tide is running out, into the salt water of Hampton Roads. The system seems to be ample and effective. Salt water is used for flushing the closets. The garbage is fed to the pigs on the farm. The bathing facilities in the hospital are ample and in good condition. The barracks are not so well supplied, but now that there is a near prospect of a better water supply this deficiency may be remedied. During the bathing season from spring to fall the members are encouraged to avail themselves of the facilities afforded for salt-water bathing at the bath house on the wharf.

The grounds and buildings of the Home seemed well policed and in good order. The members on inspection in doors and out were neat and orderly, and generally contented and satisfied.

No. 3.—Report of an Inspection of the Marion Branch, made November 1 to 7, 1894.

Location.

This Home is located in Grant County, Ind., about 2 miles from the heart of Marion city, with which it is connected by an electric street car. The act authorizing the establishment of this Branch was approved July 23, 1888, but it was not ready for use until March 18, 1890, and is thus the last of the Homes established. The reservation comprises 235.83 acres, of which 216.83 were bought at a cost to the United States of $24,287.30, or about $112 per acre. The remaining 19 acres recently added were bought from the Ward fund at a cost of $2,148.

ADMINISTRATION.

Governor.

The management of the Home is intrusted to the care of Governor Justin H. Chapman, a capable and efficient officer, thoroughly familiar with all the minutiæ and details of the various administrative departments.

Inmates.

At the close of the past fiscal year the Home reported 1,333 members present and absent, an increase of 162 over the number reported June 30, 1893, and 324 have been admitted since June 30, 1894. The average number present during the year was 1,064, though the total number of veterans cared for reaches 1,938. Of this number 1,374 are single and have no dependants. The greatest number present at any time during the year was 1,266, and the smallest 752. The average age of the number cared for was 54, and of those admitted so far during the present year, 60.

Review.

On Sunday, the 4th, the inmates were reviewed. They presented an excellent appearance, over 50 per cent of those present, or 675, being in line. This part of the inspection seemed to be appreciated by these disabled old soldiers, and their bearing and spirit was commendable, and any occasional physical injury or defect resultng from the service for their country was a badge of honor.

Discipline.

The worthy character of the members is indicated by the fact that over 82.5 per cent, or 1,599 of the number cared for, committed no offense during the year, and less than 17.5

per cent, or 339, violated any of the rules and regulations of the Home. But the per cent of habitual offenders, committing three or more offenses each, does not exceed 7.3; and 4.9 per cent offended twice, and 5.3 per cent only once. Among this small proportion who offended at all the principal charges were absence without leave, or fence jumping, and these formed over 85 per cent of all infractions of discipline when added to the charges of drunkenness. Discipline is generally enforced by company captains in the barracks, and by the guard on the grounds, and appears to be thoroughly commendable. Violations of the rules and regulations are punished by confinement to the limits of the camp or by labor without pay for from ten to forty-five days. There were no desertions during the year.

Guardhouse.

The guardhouse serves the purpose of keeping the refractory element over night or preventing disturbance, and can accommodate 30 prisoners at one time. At date of the inspection there were 3 members in confinement.

Amusements.

The question of occupation and amusements for the disabled men presses for attention at this, as upon all the Branch Homes, and perhaps most upon the newest Branch. The amusements consist of music by a fine band, library and reading room, one billiard and one pool table, and frequent plays in the mess hall given by members of the Home, but amusements may also be sought outside of the grounds, and the governor freely grants permission to leave the reservation.

Passes.

Good behavior secures a card pass entitling the holder to pass in and out of camp at will between reveille and tattoo. Members who are not entitled to a card pass, but are not undergoing sentence, can have a pass for the day. A corner of this pass is torn off by the guard at the gate and the pass can be used but once.

Band.

The band numbers 18 members and is maintained at an annual cost of $4,167.83. During the year 171 concerts were given.

Library.

The library contains 1,471 volumes, and 25 periodicals and newspapers are subscribed for. Of these 16 are newspapers and 9 are illustrated or monthly magazines. The library is well frequented. Nearly 16 per cent of the inmates can neither read nor write.

Religious Services.

The services at the Home are equally divided between a Protestant and a Catholic chaplain, each holding two services per week. The combined attendance at the Sunday services averages over 400. There is no regular chapel at this Branch. The chaplains also visit the hospital regularly.

Farm.

One hundred acres are under cultivation whose products for the year are valued at $2,599.33. The funds appropriated to meet the expenses of the farm amounted to $5,511.55. The products of the farm, with the exception of hay, oats, and straw, are turned into the subsistence department and issued as rations. The value of the produce thus furnished during the year was stated at $1,707.47. The value of the farm stock on hand June 30, 1894, was $3,343.72.

TREASURER.

The treasurer, H. O. Heichert, has charge of all financial transactions and is responsible for the proper disbursements of all funds intrusted to his care. He is bonded to the general treasurer of the Home in the sum of $25,000 by the same company which bonds him to the United

States. In addition to the duties of treasurer he performs also those of the quartermaster's and commissary departments.

Disbursements.

The various funds disbursed by the treasurer are general fund (appropriated by Congress), post fund, pension fund, and fund of the Chloride of Gold Club, the posthumous fund having been merged into the general fund since the beginning of the fiscal year. The funds are deposited in the Indiana National Bank, at Indianapolis, Ind., except the chloride of gold fund, which is in the Marion Bank, Marion, Ind. The disbursements of the treasurer were inspected to include October 31, 1894, the balance on hand at that time being $16,524.64, exclusive of $468.14 belonging to the Chloride of Gold Club. The disbursements were not in all cases represented by vouchers, due to the fact that the treasurer made payments before the vouchers were signed, and trusted the creditors with the return of the vouchers properly signed. This method is at variance with the custom of other branches of the Government. Checks and the corresponding stubs of the check books were not numbered except when used, nor did checks in payment of several vouchers have in all cases the amount of each voucher specified on the stub. It was also noted here, as at other Branches, that the Branch treasurers had no receipts for any moneys transferred by them to the general treasurer, though the latter required a receipt for all funds transferred by him to them.

Pension Fund.

The number of pensioners present June 30, 1894, was 1,045, or over 78 per cent of the total number of inmates present and absent. The pensioners received during the year $129,308.77, averaging about $123.75 each. To draw this money from the United States pension agent the treasurer is required to sign the voucher of each pensioner three times, averaging over 12,000 signatures per annum, and the pensioner, and company commander, and the governor sign also for each man, making for all the branches some 400,000 signatures required, which seems excessive for the amount of disbursements effected. The balance of pension money remaining in the hands of the treasurer was found to be slightly over $2,000. The expenses attending pension payments are met from the post fund.

Post Fund.

This fund is principally derived from sales at the Home store, there being no beer hall at this place. The store was erected at a cost of $700, and combines library and billiard hall. The sales during the year amounted to $12,879, yielding a profit of $2,571.05, or $2.42 per member of the average present. The sales per man average about $1 per month. There are 5 members and 8 civilians employed under this fund, at an annual cost of $750 for the former, and $1,658 for the latter.

Chloride of Gold Club.

This institution was organized February 20, 1893, and 145 members have taken the treatment and graduated. The expenses of the club to November 1, 1894, have been $1,653.86, and the amount on hand at that time was $468.14.

Improvements and Repairs.

During the year $3,076.95 was expended for improvements and $1,147.43 for repairs. The improvements consist of a guardhouse, $600; boiler house at hospital, $496; fire-proof vault, $291.50; and brick gutters, $1,689.45. The improvements needed are estimated by the treasurer at $102,425, and the cost of repairs needed $1,250. A Stinson memorial hall is to be built from the Stinson fund and $8,000 is expected for the purpose.

Purchases.

Purchases are usually made by contract, though when the amount involved is less than $100 the open market may be resorted to. Purchases amounting to $100 and less

than $500 are always made by competitive bids, and when they exceed $500, advertisements are made for sealed bids.

Employees. During the year 293 officers, members, and civilians were employed, who received a total of $48,072.70, or $164.07 each. Of this number 3 were officers, averaging $2,116.64 each; 15 noncommissioned officers, at $198.40 each; 227 members, at $92.99; and 48 civilians, at $367.44 each. An average of 99 men worked without compensation.

QUARTERMASTER'S DEPARTMENT.

Barracks. There are 6 two-story brick barracks, intended originally to house 100 men each, but having at present an average occupancy of 173. They were in good sanitary condition and well ventilated, but overcrowded, 22 men having to sleep on floors. The floor space per man was—highest, 75; lowest, 52; average, 63.5 square feet; and the cubic air space per man—highest, 900; lowest, 662, and average, 781. Heat and light are supplied by natural gas.

Storehouses and Shops. The facilities for storing and caring for property are rather limited, there being but one storehouse, brick, in good condition, but insufficient capacity. The shops are generally in basements of barracks. This is dangerous and questionable, especially with the paint shop, and should be discontinued, even though it may seem somewhat better than utilizing these spaces for sleeping purposes, as is done at some of the other Homes.

Property. The value of imperishable stores on hand June 30, 1894, is reported as $3,186.25, and of clothing $5,801.39. The quartermaster had no receipts for property issued to officers and others at the Home, but has such issues charged on the individual property book; nor is the furniture and other property of the Home marked, though it is accounted for. Inventories are taken annually and verified by the quartermaster, and property returns are rendered to the president of the Board of Managers.

Condemned Property. Unserviceable property is submitted to an inspector, or inspecting board, for action and disposed of as directed or approved by him. The value of the property condemned during the year was $2,634.82. Rags bring a fair price and are sold to the highest bidder. Those sold in April, 1894, netted $292.11 for 3,374 pounds, averaging 8.66 cents per pound, and ranging from 1 cent for cotton lining to 16 cents for seamless light-blue rags. Proposals for another sale were being invited at date of inspection.

Fuel. Two gas wells on the ground supply all fuel and light; but the pressure is decreasing and some additional provision for fuel will become necessary in the near future. It is understood that some gas land in the vicinity can be leased and a well sunk at a cost much below the expense of heating by coal for one year.

Fire Department. There is a regularly organized Home fire company, consisting of 16 members, who assemble every Saturday afternoon for drill, and are charged with the care of the hose carriage, hose, and other appliances. The hose was found in good order with the exception of one or two small breaks.

COMMISSARY DEPARTMENT.

Supplies. The value of subsistence stores on hand June 30, 1894, amounted to $2,782.65. All supplies are purchased under contract and seem to be of good quality.

Ration.

The average daily cost of the raw ration per man is $0.1648 and of the cooked ration $0.1745, making the average annual cost for food $60.15 and $63.69, respectively. The entire cost of maintenance per capita for the past year is calculated to be $131.70, of which $19.49 goes toward clothing.

Commuters.

Twenty-one of the members of this Home are "commuters," who live outside the reservation with their families and draw rations from the Home. The cost of the rations drawn by them varies. At date of inspection it was $1.11 per week for each commuter. This would average about $57.72 per annum, and, with the addition of clothing, over $54 less per annum than maintaining a member at the Home for the same period. But it is understood that this practice has been prohibited, though it might relieve the pressure and afford much needed room for worthy applicants who can not now gain admittance, especially during the winter season. A practice called "outdoor relief" prevails at the Home for regulars in the District of Columbia, at similarly reduced expense, and does not exceed $8 per month per man, granted in the discretion of the Board of Commissioners. It is not given to pensioners of $8 or more per month, except in case of Mexican veterans and men who served over twenty-five years; nonpensioners, who for good and sufficient reasons can not enter the Home, also receive the maximum relief, but pensioners of $6 per month and less receive the difference between their monthly pensions and the outdoor relief.

Dining Hall.

This is a temporary wooden structure, seating 420 men at one time. It was scrupulously clean and well managed, and the food seemed to be ample and well cooked. On November 3 there were 920 men at dinner by actual count.

Crockery.

Crockery is received by requisition on the president of the Board of Managers. A daily record of the ware broken by the men is kept by the mess hall sergeant, who makes a weekly report thereof to the commissary officer. The broken material is collected and held for the action of an inspector. During the months of September and October, 1894, over 450 pieces were reported broken.

Garbage.

All kitchen waste is sold and hauled away twice daily. For the quarter ending September 30, 1894, the sales amounted to $147.40, viz, swill, $39; kitchen grease, $78.68, and tallow, $29.72.

HOSPITAL.

This institution is under the charge of Surg. A. D. Kimball, and has a capacity of from 220 to 240 patients, and is a 2-story brick structure, with an addition for a kitchen.

Patients.

There were 123 patients in the hospital on June 30, 1894, an increase of 58 over the corresponding time of the previous year. The average daily number of sick has been 139 during the year and 47 deaths occurred, making the mortality 35.23 per 1,000 of the average present and absent. The average age of those dying was 58. Forty-seven attendants and other employees are engaged in the hospital at a total annual compensation of $8,289.07. Hospital rations are obtained daily from the commissary department, except the special diet, which is purchased on requisitions rendered weekly to the quartermaster.

Medicines.

No record is kept of medicines expended in the hospital dispensary, they being recorded as expended as

soon as issued to the dispensary. During a two-days' trial it was found that 32 different medicines came into requisition, compounding 310 prescriptions.

Drainage and Sewerage. A 10-inch pipe laid below the frost line carries the sewerage into the Mississinewa River, a distance of one-fourth of a mile. The surface water is carried off by a drain to the north part of the grounds and thence by a large ditch to the river. This system seems to give satisfaction.

Water Supply. The Home surgeon reports the water good and pure, and supplied in sufficient quantities.

Bathing Facilities. Each barrack and each wing of the hospital had two bath tubs. This is reported ample for the hospital, but not so for the barracks with the present overcrowded condition. The local diseases appear to be malarial.

COMPLAINTS.

The inspector gave the inmates an opportunity to submit any complaints they might wish to make in the absence of their superior officers. Four men responded to the invitation, two of whom presented trivial complaints which had already been adjusted, and two called attention to delay in receiving pensions. The delay was found to be incident to transferring the pensioners to another agency.

No. 4.—Report of an Inspection of the Northwestern Branch.

Location. This Home was inspected November 10 to 16, 1894, It is located near Milwaukee, Wis., 1 mile from the city limits and about 4 miles from the heart of the city, and can readily be reached by two lines of electric street cars. This Home was established under the authority of the act approved March 21, 1866, and purchased and opened in 1867, being the third in order of establishment. The grounds contain 382.25 acres, which were purchased at a cost to the United States of $79,445.24, or about $207.84 per acre, including 16.82 acres bought in 1885. The ladies of Milwaukee contributed $95,000 toward the location of this branch.

ADMINISTRATION.

Governor. The management of affairs is in the hands of Governor Cornelius Wheeler, an efficient officer, and harmony prevails.

Inmates. On June 30, 1894, a total of 2,541 members were reported present and absent, a gain of 160 over the number reported at the corresponding time of the preceding year; 361 have been admitted since June 30. The average number present during the year was 2,089, but the total number cared for is 3,169. Nearly 76.78 per cent of these men are single and have no dependents, and it would seem a wise policy, beneficial to the individual, the government and the discipline of the Home if these old soldiers were given similar rights to deposit their money with the Government and draw interest that regular soldiers possess, vide Act of May 15, 1872. The greatest number of members present during the past year was 2,315 on January 9, 1894, and the smallest 1,709 on July 4, 1893. The average age of the

number cared for was 60.5, and of those admitted since June 30, 1894, 58 years.

Owing to the inclement weather and snow a review of the inmates was not held.

Discipline.

There were 2,481 members, or 78.29 per cent of the total number cared for, who committed no offense whatever during the year, and 688, or 21.71 per cent were guilty of one or more infractions of the Home rules and regulations. Of this latter number nearly one-half, or 10.22 per cent committed but 1 offense, 4.23 per cent but 2, and only one-third, or 7.26 per cent 3 or more. The principal charges were drunkenness and absence without leave, and these constituted about 77.5 per cent of all infractions. It is thus shown that four-fifths of them are perfectly worthy, irreproachable men.

The company officers, assisted by the police, enforce discipline in the barracks, and the police force on the grounds. The penalty attached to infractions of the rules is labor without pay, though the offender may in lieu thereof pay a fine, which is credited to the post fund. There were 99 desertions during the year.

Guardhouse.

The guardhouse has a capacity of 19 beds and was in good condition. The prisoners are brought daily before the governor, who constitutes the court and imposes the penalties for the offenses committed.

Amusements.

The facilities for amusement consist of a billiard room, library and reading room, a theater in which performances are given during the winter by paid companies and occasionally by amateur performers, and concerts by a band which consists of 21 members in summer and 14 in winter, and cost $4,927.48 during the year.

Passes.

Special passes are issued in the discretion of the governor. Standing passes good from 8 a. m. to 6 p. m. are granted to new members after having been in the Home sixty days, provided they have committed no offense. Misconduct forfeits this pass privilege.

Library.

The library is a two-story stone and brick structure, commodious and well lighted, and cost $13,000. It contains 6,437 volumes, and 90 leading papers and periodicals are subscribed for. The main floor of the library is used as a reading room and is well equipped for the purpose. The first floor serves as a billiard hall. Nearly 15 per cent of the members can neither read nor write.

Religious Services.

These are held in the Home chapel, which was erected at a cost of $9,650. Roman Catholic services are held frequently during the week and always on Sundays. Episcopal services are held every Sunday, and during a portion of the year an evening service once a week. Attendance is reported satisfactory. Services are also held at funerals.

Farm.

One hundred and fifty acres are under cultivation, whose products for the year are valued at $11,281.65. Of this amount, $2,812.84 are reported as sales and $8,468.81 as the value of the products used by the Home, inclusive of ensilage, hay, oats, and straw, which are estimated at $2,890.45. The appropriation to defray running expenses for the year was $10,000. The value of the farm stock on hand June 30, 1894, was $4,213. It is reported that 4 horses other than public animals and authorized private horses are kept in the Home stables.

Paper Work.

The paper work in some instances seems cumbersome and excessive. Exhibit A shows a list of the papers and work required from company captains.

TREASURER.

The treasurer of this branch, J. E. Armitage, makes all purchases and is bonded to the general treasurer of the Home in the sum of $25,000, who requires a trust company as surety who thus seems to be receiving double pay for this risk. His office and records were found in excellent order.

Disbursements.

The funds disbursed by the treasurer are the general, post, pension, and Keeley funds, and all public funds are deposited in the First National Bank of Milwaukee, Wis. The disbursements, and accounts were inspected to include the 9th day of November, 1894, the balance on hand at that time being $71,750.15, exclusive of $1,884.96 of the Keeley fund. The records, accounts, disbursements, and deposits seemed to be carefully conducted, and suggestions as to desirable modifications readily received. Attention is invited to the expediency of transmitting checks directly to the depository, so irregularities can be habitually avoided and dates of receipts and disbursements accurately tested and the checks and vouchers will be of even dates and make a complete record of the transaction.

Pension Fund.

On June 30, 1894, there were 1,928 pensioners present, or nearly 76 per cent of all the members present and absent. These pensioners received during the year $183,178.80, or about $95 each, leaving a balance due them at the close of the year of $17,954.51, including United States registered 4 per cent bonds, costing originally $1,032. The total balance on hand at date of inspection was $27,359.39.

Post Fund.

This fund is derived from sales at the Home store, beer hall, and lunch counter, and from collections, consisting of cash in lieu of labor and fines of extra-duty men, and the income from boat tickets. The sales during the year amounted to $52,725.96, giving a profit of $20,213.82, or $9.68 per capita of the average present. The monthly sales per member average about $2.10. At the beer hall 2,880 barrels of beer were sold, making 748,800 glasses, or about 1 glass per man per day. The cost of the buildings in use by this fund is stated to be as follows: Memorial hall, containing theater and store, $23,270; library, $13,000; beer hall, $6,840; chapel, $9,650.60; social hall, $5,000; pavilion, $1,600; band quarters, $600; and greenhouse, $2,150, a total of $62,110.60. The memorial hall was erected principally from the ward fund, which furnished $20,000, and the social hall was erected partly from the post fund and partly from donations amounting to $1,500, by members and others.

The employees under this fund are 57 members and 22 civilians, costing last year $7,161.99 and $5,428.94, respectively. Among the employees paid from this fund are 2 pension clerks, 1 florist, and 13 men patrolling the grounds.

Keeley Fund.

Since the establishment of the Keeley Institute, February 21, 1893, 429 members have joined and taken the liquor, morphine, or tobacco treatment. The receipts to November 9, 1894, amounted to $10,424.46, and the disbursements $8,539.50, leaving a balance of $1,884.96. The principal expenses so far have been the purchase of medicines from the Leslie W. Keeley Company, amounting to $6,954.75, and the employment of a physician at $125 per month. The Keeley Institute occupies the social hall and is said to have improved discipline to a great extent.

Improvements and Repairs.

During the year $20,000 were expended for the hospital extension, intended for housing and caring for

extremely old inmates. The improvements authorized, but not yet begun at date of inspection, are a tunnel, perfecting the sewerage system, and a central boiler plant, at a total cost of $40,500; and a storehouse at $4,000 has been estimated for. The cost of repairs made during the year was $22,555.65, and those needed next year are estimated at $24,000.

Purchases.

Purchases are made under quarterly contract, except coal, which is contracted for annually. The number of contracts this year has about doubled over that of last. For the fourth quarter of the past fiscal year 118 contracts were made, and during the first quarter of this year 170. The following instructions, contained in letter of November 11, 1893, to Treasurer J. E. Armitage from J. M. Bermingham, then assistant inspector-general of the National Home for Disabled Volunteer Soldiers, are still in force:

> I am directed by the president of the Board of Managers to state that under ruling of the United States auditing officers only the exact number or quantity of supplies due your Branch under contracts can be accepted by the Home. You will please govern yourself accordingly.

As the number of men are constantly changing by death or otherwise, the effect of such rigid instructions are manifest, but doubtless it will soon correct itself.

Employees.

The greatest number of employees during any one month was 543, and the compensation paid during the year was $74,743.33, or about $137.65 each. Of the number employed 6 were officers, averaging $1,741.67 each per annum; 39 noncommissioned officers, at $161.16 each; 465 members, at $91.79 each, and 33 civilians, at $464.42 each. Four hundred and fifty-four members were on extra duty without pay.

QUARTERMASTER.

The quartermaster of the Home is William W. Rowley, who also performs the duties pertaining to the commissary department. The books and records of his department were neatly kept, even those for which there seemed little or no utility. Sailors are said to scrape the masts when there is nothing better to do, and it may be that occupation which is not injurious has been sought for in some of the paper and farm work.

Barracks.

The inmates of the Home are organized into 12 companies and housed in 6 sets of buildings constructed of cream-colored brick and kept immaculately clean from attic to basement. The main building has a capacity of nearly 800, and quarters 5 companies. It is four stories in height and contains, in addition to the wards, also the principal mess hall and administration offices. Though commodious and large, it seems overcrowded, like all the barracks. The floor space per man was, highest, 69; lowest, 38; average, 53.5; and the cubic air space per man, highest, 906; lowest, 372; average, 571. Over 400 men sleep in basements and about 70 in attics. One of the wards had been designated by the men as the "gopher hole." All the buildings are heated by steam. No record is kept of the amount expended on each building. The members seem to prefer small, even isolated, rooms, but the tendency seems to be to build larger dormitories and even take out partitions where they exist.

Storehouses.

There are but 2 storehouses, 1 brick and 1 veneered, in poor condition and of insufficient capacity. Much property has to be stored in basements, though it is evidently more sat-

isfactory and proper to use basements for storage purposes than for sleeping. Two-thirds of the basement of Company D is used for boiler room and commissary department, and one-half of the basement of the convalescent barracks for the electric-light plant.

Property. The value of quartermaster stores on hand June 30, 1894, is reported as $6,277.14, and that of clothing $16,530.04. At this Branch all furniture and other property belonging to the Home is reported, marked, and taken up as public property, and the quartermaster has a memorandum receipt from officers and others for property continuously in their possession. Inventories of imperishable property are taken monthly and of perishable property weekly, and are verified by heads of departments and quartermaster, and property returns are rendered to the quartermaster.

Condemned Property. The property condemned during the year is valued at $37,958.02, or $18.17 per capita of the average number present. Unserviceable property is placed on an inventory and inspection report and submitted to an inspector of the Home for his action. It seemed this occasionally became a mere form; as, for instance, with the smallpox-infected clothing, where the records indicate that the inspector was actually present in all cases to inspect the property entered on the reports and certified that he had examined each article.

Light. A number of the buildings are lighted by electricity. The electric-light plant is in the basement of the convalescent barracks; but gas furnished by the Milwaukee Gas Light Company is also used.

Fire Department. The protection against fire consists of a fire engine, manned by a fire company of veterans, and a system of fire hydrants. The apparatus is reported in good condition and adequate. It is tested monthly.

COMMISSARY DEPARTMENT.

The basement of Company D is used for this department.

Supplies. The value of subsistence stores on hand June 30, 1894, was $2,937.98. The supplies seem to be of good quality, though the restrictions placed upon contracts, as understood here, do not always work for the best interests of the Government, owing to the variable number of inmates.

Rations. The average daily cost of the raw ration has been $0.1479 and that of the cooked ration $0.17526 for each member, making the average annual cost for food $53.98 and $63.97, respectively. The entire cost of maintenance per capita is reported as $137.46, of which $20.45 is for clothing. Exhibit B shows the variety, amount, and cost of rations for November 5 and 6, 1894.

Dining Hall. The dining hall is located in the main building and seats 956 persons. It presented a clean appearance. The garbage and kitchen waste is sold and hauled away daily.

HOSPITAL.

The hospital is under the immediate charge of Dr. Walter H. Leighton. It consists of 4 two-story brick buildings, communicating by corridors, and has a capacity of 231 patients.

Patients. There were 112 patients in the hospital on June 30, 1894, a decrease of 9 as compared with the corresponding time of the preceding year. The average daily number of sick during the year has been 118.5, and the number of deaths 118, making the

death rate per thousand 47.37 of the average number present and absent. The average age at death was 64 years.

The percentages of the principal diseases have been: Heart, 7.8; respiratory system, 7.2; dementia, 6.6; rheumatism, 4.4; and paralysis, 3.9.

The average cost of the hospital ration has been $0.1775 during the past year.

Medicines. The supply of medicines is under charge of the quartermaster, who makes issues on the surgeon's requisition to the dispensary.

Water Supply. The supply of water is principally derived from Lake Michigan by connection with the water system of the city of Milwaukee, though water is also obtained from artesian wells. The supply is said to be abundant for all purposes.

Bathing Facilities. These consist of 42 bath tubs, 30 in the barracks and 12 in the hospital, or about 1 tub to 50 men of the average number present.

COMPLAINTS.

Eight members appeared before the inspector by appointment. Five of these complained of the pass system which the governor found necessary to establish owing to the increase of small pox in the community outside of the Home and the death of an inmate from that disease. Of the remaining three, one desired a transfer to another Home, and the complaints of the other two related to old grievances that had already received final action. At this and several other Branches the struggle is noticeable against neighboring rum shops and the intoxication into which they lead less than one-fifth of the members. Whatever the system, whether with or without passes, still the means adopted, from legal prosecution to Keeley cure, seem to be earnestly pursued.

EXHIBIT A.—*Memorandum of forms used, and the daily, weekly, or monthly transaction of business performed in Company D, Northwestern Branch.*

	Average.
Pension applications average (monthly)	100
List of pension applicants kept for reference	100
Special passes (daily)	10
Clothing requisitions (weekly)	25
Service requisitions (monthly)	3
Tobacco requisitions (monthly)	4
Officer of day reports (monthly)	3
Requests for red-card passes (monthly)	25
Transfers to companies and hospital, with clothing account (monthly)	12
Reports of A. W. O. L., with clothing in possession (monthly)	7
Requests for transfer to Branches, first and second papers (monthly)	8
Requests for discharges, first and second papers (monthly)	14
Requests for furloughs, first and second papers (monthly)	22
Requests for clothing and shoe repairs (monthly)	150
Invoice of unserviceable property (monthly)	1
Requisition for imperishable property (monthly)	1
Requisition for perishable property (monthly)	1
Charges against members for breach of rules (monthly)	25
Passes allowing discharged and furloughed members to go out with home clothing (monthly)	8
Wash lists (monthly)	18
Clearance receipts for discharged members (monthly)	6
Clothing receipts of discharged, furloughed, and A. W. O. L. members (monthly)	30
Wardrobe reports (monthly)	4
Written quarantine orders (monthly)	15

	Average.
Written orders to baggage master to release baggage (monthly)	15
List of members attending sick call (daily)	8
Clothing receipts of returned, furloughed, and A. W. O. L. members (monthly)	12
Clothing abstract (monthly)	1
Imperishable property abstract (monthly)	1
Clothing account book	
Furlough book	
Property book	
Roster of members	
Muster roll (monthly), number of members	356
Daily morning report	

EXHIBIT B.—*Subsistence requisition, Northwestern Branch.*

KITCHEN.

Articles.	Nov. 5, 1894.		Articles.	Nov. 6, 1894.	
	Amount.	Cost.		Amount.	Cost.
Coffee.....pounds..	95	$25.18	Coffee.....pounds..	95	$25.18
Chicory.....do....	9	.41	Chicory.....do....	9	.41
Tea.....do....	11	4.07	Tea.....do....	11	4.07
Sugar, C.....do....	225	8.72	Sugar, C.....do....	295	11.43
Cinnamon.....do....	2	.39	Peaches.....do....	175	17.50
Allspice.....do....	1	.14	Beef, fresh.....do....	1,200	53.28
Vanilla, extract.....bottle..	1	.75	Beans, navy.....do....	100	3.25
Currants.....pounds..	35	.88	Bacon.....do....	50	4.50
Beef fresh.....do....	1,200	53.28	Cabbage.....heads..	50	2.00
Shoulders.....do....	777	54.39	Lemon, extract.....bottles..	2	.92
Sausage, smoked.....do....	375	15.00	Vanilla, extract.....do....	2	1.50
Cabbage.....heads..	500	20.00	Potatoes.....bushels..	21	7.98
Potatoes.....bushels..	12	6.96	Onions.....do....	3	1 08
Ice.....tons..	7	10.50	Eggs.....dozen..	10	2.00
Milk.....gallons..	56	7.00	Mace.....pound..	1	.55
			Tomatoes.....cans..	7	.64
			Milk.....gallons..	54	6.75
Total.....	.....	207.67	Total.....	.....	143.04

DINING ROOM.

Butter.....pounds..	100	$25.00	Butter.....pounds..	125	$31.25
Salt, dairy.....do....	25	.13	Sugar, granulated....do....	40	2.13
Mustard.....do....	12	2.40	Cheese.....do....	15	1.58
Vinegar.....gallons..	8	1.12			
Total.....	.....	28.65	Total.....	.....	34.96

BAKERY.

Flour.....barrels..	9	$23.40	Flour.....barrels..	8	$20.80
Corn meal.....pounds..	200	2.50	Lard.....pounds..	55	3.85
Yeast.....do....	61½	15.38	Sugar, C.....do....	40	1.55
Lard.....do....	30	2.10	Corn meal.....do....	200	2.50
Saleratus.....do....	4	.20	Milk.....gallons..	8	1.00
Sirup.....gallons..	3	.72			
Total.....	.....	44.30	Total.....	.....	29.70

RECAPITULATION.

Nov. 5, 1894:		Nov. 6, 1894:	
Kitchen	$207.67	Kitchen	$143.0
Dining room	28.65	Dining room	34.9
Bakery	44.30	Bakery	29.7
Total	280.62	Total	207.70
Number of rations issued	1,900	Number of rations issued	1,900
Average cost per ration	$0.1477	Average cost per ration	$0.1093

No. 5.—Report of an Inspection of the Western Branch.

Location. This Home was inspected from November 19 to 28, 1894. It is located about 3 miles from the city of Leavenworth, Kans., and is accessible by rail and electric street cars. This Branch was established under the act of July 5, 1884, and ready for use September 1, 1885, making it the fifth in the order of establishment. The grounds comprise 640 acres, which were presented by the citizens of Leavenworth, who also donated $50,000 for the improvement of the grounds.

ADMINISTRATION.

Governor. This Home is under the command of Governor A. J. Smith, who seems to be an accomplished and efficient officer and strict disciplinarian, though there was evidently lack of harmony at this place.

Inmates. On June 30, 1894, the members present and absent numbered 2,774, being an increase of 35 over the number reported a year previous. The average number present during the year was 2,189, and the number cared for 3,860, of whom 2,650 are single. Their average age is reported as 59.5. The greatest number present during the year was 2,390, on November 24, 1893, and the smallest 1,878, on July 6, 1893. Since the beginning of the present fiscal year 302 veterans have been admitted, whose average age was 58.3.

Review. On Sunday, November 25, the inmates formed in front of their barracks and were reviewed. Over 75 per cent, or 1,485, of those present were in line. They presented a very creditable appearance, clean looking and soldierly.

Discipline. Infractions against the rules and regulations were confined to 6.37 per cent of the total veterans cared for during the year, and 93.63 per cent, or 3,614, committed no offense. Of the offenders 123, or 3.19 per cent, were charged with but 1 offense, 1.74 per cent, or 67, with but 2, and only 1.44 per cent, or 56, with 3 or more. The principal charges were absence without leave and drunkenness, constituting 50 and 22.3 per cent, respectively, of all infractions. Discipline is enforced by company captains and noncommissioned officers in barracks, and by the guard, consisting of 1 lieutenant and 16 men on the grounds. The first offenses are usually excused; succeeding offenses are punished by from thirty to sixty days extra duty without pay and limits of the camp. There were 94 desertions during the year.

Guard House. There is no guard house at this place, the basement of one of the barracks, having a capacity of 30, being used for the purpose. It was in excellent condition, but hardly adapted to the purpose, owing to the disturbance of the occupants of the ward above by noisy prisoners.

Amusements. Facilities for amusements consist of concerts daily except Mondays during the summer by the Home band, boating, fishing in the lake, billiards, paid performances in the amusement hall, and library.

Band. The band numbers 25 men, and cost during the past year $5,319.27. On November 1, 1894, the band was reduced to 7 members, which number, it is stated, will probably be maintained during the winter, though in the spring an increase is contemplated should the post fund warrant it. An average of 19.25 members of the band was maintained throughout the last fiscal year. A

very handsome and artistic band stand has been erected from the post fund nearly opposite the general dining hall at a cost of $2,348.46, exclusive of the brick, which was furnished by the brick plant.

Passes. Passes are granted to all members not under sentence for infraction of discipline or those of unsound mind, and for not more than ten days. It is reported that from reveille to tattoo members can come and go at will, though there is an order on file requiring all wishing to be absent from camp to make written application, and recently another order was issued requiring special permission to leave the grounds, owing to smallpox in Leavenworth and vicinity.

Library. The library is located on the second floor of the Ward Memorial Building, the first floor of this building being used for offices and the basement by the Keeley Club. It is a large and comfortable room, well lighted and ventilated, and contains 7,316 volumes. Fourteen papers and 10 periodicals are subscribed for. About 17 per cent of the members can neither read nor write.

Religious Services. Protestant and Catholic services have been held regularly every Sabbath with satisfactory attendance. A new chapel had just been completed at a cost, it is reported, of about $9,000, of which $2,000 were authorized from the general fund and $7,000 from the post fund. Dedication services were to be held on December 2, 1894.

Farm. One hundred and fifty acres are under cultivation, whose products during the year are valued at $8,993.62, including $673 realized by sales. In addition, $465.80 were obtained by the sale of cut flowers. The appropriation to defray running expenses for the year was $11,000. Farm products are disposed of by issue to the commissary department or sold to families on the Home grounds. The value of the farm stock on hand June 30, 1894, was $2,445. The buildings on the farm consist of a barn in excellent condition, a carriage house, a vegetable shed, and a root house.

TREASURER.

The treasurer of this branch, W. B. Shockley, is bonded to the general treasurer of the Home in the same sum as the other branch treasurers.

Disbursements. The funds disbursed by the treasurer are the general, post, pension, and special improvement fund, the Keeley fund at this Home being in the hands of the governor and was not offered for inspection. The funds are deposited in the First National Bank of Leavenworth, Kansas. The disbursements and records were inspected to include the 19th day of November, 1894, the balance on hand at that time being $31,728.32. In addition to the funds mentioned, there is also a dining-room fund, which is disbursed by the officer in charge of the dining-room and contributed by members detailed for dining-room duty to pay for the hiring of a substitute. The receipts from this source vary from $35 to $50 per week.

The books and records of the treasurer seemed to be in good order, though the cashbook fails to show the balances carried forward from page to page, and it was noted at this, as at other branches, that disbursements were made when there were apparently no funds of that appropriation available. One of the checks reported outstanding was issued over three years ago on the First National Bank of Leavenworth. A feature of some perplexity with the treasurer is the certificate of

deposit found occasionally on deceased members without heirs; those in his possession ranged from $24 to $150. Perhaps extending to these disabled veterans the benefit of the law permitting soldiers to deposit their money with the Government may be an indirect means of keeping such unclaimed funds within the control of the Government.

Colonel Heyl, of the Inspector-General's Department, being in the immediate neighborhood upon other duty examined a special phase of expenditure, and attention is invited to his report. Vide Exhibit A.

Pension Fund.

There were 1,949 pensioners on the rolls at this Branch on June 30, 1894, or about 70 per cent of the members present and absent. These pensioners received during the year $169,981.86, and $81,397.90 was paid to their families, leaving a balance at the close of the year of $13,270.28. The balance on hand at date of inspection was $12,353.30. It seems that part of this fund had been temporarily borrowed for the payment of current indebtedness under written authority from the assistant inspector-general of the Home. Payments to pensioners are made in the basement of the dining hall by gaslight.

Post Fund.

This fund is principally derived from sales at the store, restaurant, and beer hall and brickyard. The sales during the year at the store, restaurant, and beer hall amounted to $43,443.54, yielding a profit of $17,769.93, or $8.12 per member of the average present. The gross receipts at the beer hall were $23,754.65, averaging 3 cents per man per day, and giving a profit of $13,455.29. There are no buildings occupied exclusively by this fund, except the brick plant, the Home store, restaurant, and beer hall being located in barrack basements, though this fund has almost wholly paid for the chapel and band stand. The employees under this fund are 59 members and 35 civilians, costing during the past year $7,422.76 and $6,325.09, respectively. The stock and fixtures of the brickyard are valued at over $20,000.

Improvement Fund.

This fund, amounting to $50,000, was donated by the citizens of Leavenworth for the improvement of the Home grounds. It has been expended at the rate of about $5,000 per annum and is nearly exhausted, $5,700 only being still available.

Purchases.

Purchases of supplies not exceeding $100 in value at any time may be made in open market; those exceeding $100, but less than $500, are made under contract after competitive bids; those exceeding $500 are made under contract after due advertisement, though, if time will not permit advertisement and the amount involved is less than $1,000, competitive bids suffice. A recent order at this Branch directs that no purchases, except in case of emergency, be made between the 25th day of each month and the 3 day of the month next succeeding, in order that this time may be devoted by the treasurer to the preparation of his accounts, though it sometimes happened that the accounts were not settled for a number of days after, owing to late receipt of funds.

Employees.

During the year 390 persons were on the pay rolls of this Branch, who received a total of $55,448.07, or $142.17 each. The list included 6 officers, averaging $1,729.26 each per annum; 23 noncommissioned officers, at $225.73 each; 340 members, at $116.53 each; and 50 civilians, at $316.57.

QUARTERMASTER.

The quartermaster of this Branch is D. C. Goodrich, who is bonded in the sum of $15,000. He also performs the duties pertaining to the

commissary department. The books and records were well kept, but the system gives the impression that equally good results might be obtained with less labor. The practical test applied at this as at some of the other Homes, by comparing the articles on hand with the number borne on the books, was very satisfactory.

Barracks. The 13 barracks at this Branch are 2-story brick with metal roof, all similar in design and structure. They have an average capacity of 162, the highest being 199 and the lowest 124. The floor space per man is, highest, 60; lowest, 37.6; average, 51.8; and air space, highest, 817; lowest, 409; average, 637. The basements, some of which are necessarily used as dormitories, admit but limited sunlight and ventilation, and shoes are said to become moldy in damp weather. Urinals average about one for every 60 to 70 men, and those in the basements seem to be in dangerous proximity to the occupants. Three hundred and ninety-three men sleep in basements, and one of the basements was known as "Castle Garden." The barracks were all well policed. All are heated by steam and lighted by gas. Beds, bedding, and lockers were in good condition, though the mattresses seemed to be rather light.

Storehouses. The basements of 4 barracks are used for storage of quartermaster's property. They presented a neat appearance, but are hardly adequate to properly protect stores and other supplies. One of the barrack basements is used as a paint shop. The foundation for a new paint shop had been begun, but lack of funds prevented further progress. Over 100 feet of new additions to the old coal chute were in course of construction, and the foundation for an addition to the dining hall to serve as milk room had about been completed.

Property. The value of quartermaster stores on hand June 30, 1894, was $4,723.90, and that of clothing, $9,220.67. At the close of the preceding year the value of property remaining on hand was $17,705.36. An inventory is taken semiannually and verified by the quartermaster-sergeant and property clerk. All furniture and other property belonging to the Home are taken up as public property, but the furniture in the officers' quarters is not marked. The quartermaster reports that this will be done at once.

Condemned Property. The property condemned during the year amounted in value to $27,804.05, or $12.70 per member of the average present. All unserviceable property is placed on inventory and inspection reports and held for the arrival of an inspector. Destruction of property under orders of an inspector is witnessed and certified to by one or two employees connected with the quartermaster's department.

Light. The grounds are lighted by electricity. The electric plant was completed during the year, and its total cost is reported as $3,845.53. The buildings are lighted by gas and heated by steam.

Fire Department. The protection against fire consists of five hydrants under shelter and about 200 feet apart, each having 200 to 300 feet of $2\frac{1}{2}$-inch fire hose attached and ready for immediate action. The hose is examined monthly, though seldom tested under fire pressure. No regular fire department is maintained, but all employees under the chief engineer are instructed to respond immediately to the fire alarm. A test of the alarm resulted in immediate response.

COMMISSARY DEPARTMENT.

The basement of the dining hall is occupied by this department, and was found in admirable order and thoroughly systematized. The supplies seemed to be of good quality; the value of those on hand at the close of the fiscal year was $561.93.

Rations. The average daily cost of the raw ration during the year has been $0.1544 and of the cooked ration $0.1647 per man, making the annual cost for food $56.36 and $60.12, respectively. The average cost of maintenance per annum is $126.22, of which $15.31 is for clothing.

Dining Hall. The dining hall at this Branch leaves nothing to be desired, and its appointments are admirable. It is a 2-story brick structure, and seats 1,080 persons. Garbage and kitchen waste are hauled away daily in closed tanks.

Crockery. There are 8,716 pieces of crockery in use in the dining hall, costing $442.74, or about 5 cents per piece. The record for a period of nineteen weeks shows a breakage of 3,337 pieces, averaging 175, or 2 per cent, per week. From this it seems that the expense for crockery amounts to $445 per annum.

HOSPITAL.

The hospital is a two-story brick in good condition, having a capacity, including the insane ward, convalescent company, and annex, of 393. Surg. D. C. Jones is in charge. One of the barrack basements serves as insane ward. The noise overhead, lack of sunlight, and gloomy surroundings can hardly have a beneficial effect upon these mentally disordered patients. The annex was completed during the year at a cost of $9,982.96. The new morgue cost $1,465.05. An operating room was in course of construction.

Patients. On June 30, 1894, the hospital contained 215 patients, an increase of but one over the number reported a year previous. The average daily number of sick during the year has been 225, and the total number of deaths 164, giving a death rate of 58.11 per 1,000 of the average present and absent. The average age at death was 62.58 The principal diseases and percentages have been brain and spinal cord, 21.82; senility, 13.20; respiratory system, 12.52; acute, 11.97; and surgical, 10.18. The personnel of the hospital numbers 82, including 4 officers, and cost during the year $15,870.

Medicines. Medicines are kept in unbroken packages in the supply room, from which they are issued to the dispensary without formal requisition, but all such issues are entered in a book signed weekly by the surgeon.

Water Supply. The water is furnished by the Leavenworth City Water Works Company, and in emergencies may be obtained from the lake on the grounds.

Sewerage. Steam, gas, and sewer pipes are all in one tunnel. The engineer reports that the variations in temperature in the tunnel and the consequent expansion or contraction of the pipes is liable to cause escape of gas, which would then ascend with the upward draft of the steam into the basements of barracks and hospital.

COMPLAINTS.

But two inmates sought the inspector with grievances. One desired transfer to another Home, and the other requested restoration of the postage stamp privilege, which it appears had been temporarily stopped.

EXHIBIT A.

LEAVENWORTH, KANS., *November 27, 1894.*

SIR: I have the honor to submit the following report of the result of my inspection made at the Western Branch National Home for Disabled Volunteer Soldiers, Leavenworth County, Kans., this day, in compliance with your memorandum dated the 26th instant.

TREASURER'S OFFICE.

The funds from General Franklin for payment of monthly bills were not usually received until the 10th of succeeding month. The accounts were made up and closed to end of month and checks were dated back to end of month instead of being dated at time of payment of vouchers. This method became necessary from delay in receiving funds for payment of vouchers, and particularly so as General Franklin required the vouchers of each month to be paid with the funds allotted for that month and not to be carried into the next in payment of vouchers for a previous month, but that the allotted funds should pay and close all vouchers pertaining to each month separately. While there is nothing wrong in this, yet it is not the method used in the Army.

The cash book fails to show balances carried forward from page to page, and there is no way of arriving at a daily or weekly balance except by a very tedious method.

The accounts are kept separate and distinct for each fund and are not considered as intermingling. The case of the post chapel can not be considered an intermingling of funds. The allotment from the general fund for construction of chapel was $2,000; the donation by the old soldiers from the profits of the canteen, which belonged to them, amounted to $7,000. The donation from the Keeley League was quite liberal and, in addition, two very large and handsome stained-glass memorial windows; so that the Government has received, and now owns, a $10,000 structure which cost it but $2,000.

INVENTORY AND INSPECTION REPORTS.

Infectious clothing and bedding are placed on inventory and inspection reports. This is not necessary; it should be destroyed and dropped upon surgeon's certificate approved by the governor.

Parts of noninfected articles that can be utilized should be noted "to be broken up," instead of "destroyed."

In future it would be better to have some one not connected with the department to which the property belongs witness the destruction of condemned worthless articles—preferably a commissioned officer.

QUARTERMASTER'S DEPARTMENT.

The basements now used for the storage of clothing, etc., are damp, liable to flooding, and utterly unfit for storage purposes. A quartermaster storehouse is badly needed.

BARRACKS.

The barracks are overcrowded, the air space per occupant being far below the minimum, and basements which have cold and damp walls are used as dormitories. Shoes get moldy in damp weather in all the basements used as sleeping apartments, and there is a total lack of sunlight. Sixty-eight men are compelled to use one urinal and water-closet, which is not considered promotive of good health, particularly as these water-closets are in the dormitories. It is recommended that two additional barracks be constructed.

I do not consider the method of forwarding checks directly to the disbursing officer instead of to the depository, to be placed to his credit, an improvement.

Very respectfully,

E. M. HEYL,
Colonel, Inspector-General.

The INSPECTOR-GENERAL, UNITED STATES ARMY.

NO. 6.—REPORT OF AN INSPECTION OF THE PACIFIC BRANCH MADE DECEMBER 3 TO 12, 1894.

Location.

It is located about 3 miles from Santa Monica, Cal., and is accessible by rail and street car. It was authorized by the act approved March 2, 1887, and was ready for use within

a year afterwards, being the sixth in the order of establishment. The grounds comprise 631 acres, which were presented by citizens of Santa Monica and Los Angeles, Cal.

ADMINISTRATION.

Governor.

The governor of this Branch, J. G. Rowland, has been but recently appointed to the position, the administration of affairs since the death of the former governor, in March, 1894, having been in the hands of E. F. Brown, the present inspector-general of the Home. He seems to be liked and kindly disposed toward the veterans, and from his former experience at the State Home at Quincy, Ill., a perfect success is expected for him here.

Inmates.

At the close of the last fiscal year the records showed 1,297 members present and absent, an increase of 146 over the number reported a year previous. Three hundred and forty-four have been admitted since June 30, 1894. The average present during the year was 1,000, and the total number cared for 1,532, of which 86.3 per cent are single. The highest number of members present during the year was 1,063, on June 20, 1894, and the lowest 867, on July 1, 1893. The average age of the members cared for was 59, and of those admitted since June 30, 56 years.

Review.

On December 9, 1894, the members were reviewed. Nearly 66 per cent of those present, or 862, were in line, and their appearance and bearing were commendable.

Discipline.

Infractions against the rules and regulations were confined to less than 13 per cent of the members cared for, or 199. Of these 9.72 per cent, or 149, offended but once; 2.61 per cent but twice, and 0.66 three or more times; 87.01 per cent, or 1,333, committed no offense. The principal charges were absence without leave and drunkenness and disorderly conduct, which constituted 92.3 per cent of all infractions. Discipline is enforced by captains of companies or heads of departments in the barracks and buildings and by a police force of 11 men on the grounds. The officer of the day is also instructed to note and report all irregularities. Minor complaints and grievances are heard and adjusted by company captains. The penalties attached are extra duty without pay and confinement to the limits of the grounds.

The guardhouse is a 2-story frame structure about 30 by 50 feet, and cost $1,665.

Amusements.

Facilities for amusements consist of library, music by band, and entertainments in the assembly hall. The band numbers 9 musicians, costing for the year $2,918.67. The so-called assembly hall is a temporary frame structure that will hardly hold one-fourth of the men who may desire to attend entertainments. Its size is about 30 by 60 feet, and it cost $1,100. A special order was on file in respect to the anniversary of independence, which ordered the best possible dinner and required members to bare and bow their heads every time they passed the flag, though it interdicted firing of salutes, the reading of the Declaration of Independence, or orations.

Passes.

Captains of companies are authorized to issue special card passes, approved by the governor, for periods of not less than five nor more than ten days. Passes for less than five days do not require the governor's approval. Passes of members on extra duty require to be countersigned by the head of the department where employed. The surgeon grants passes to members in hospital and convalescent company.

Library. The library is located on the second floor of the headquarters. This building is a 2-story frame and attic, size about 50 by 75 feet, and cost $8,198.67. There are 1,153 volumes in the library. Papers or periodicals have not been subscribed for, but 58 have been contributed. Slightly over 6 per cent of the members can neither read nor write.

Religious Services. Protestant services are held in the assembly hall every other Sunday, alternating with Catholic services. The ministers do not receive any compensation, except $5 for each funeral service conducted by them.

Farm. Three hundred and fifty-nine acres are under cultivation. The total value of products of the farm is reported as $10,741.87, exclusive of the use of teams, as follows: Vegetables, $2,873.49; pork, veal, and eggs, $1,757.11; milk, $2,350.80; forage consumed by farm, $3,462.07; and sales, $298.40. The appropriation to defray expenses for the farm was $11,366.10. The farm buildings and sheds, including the farmer's cottage, now occupied by the treasurer, are valued at nearly $10,000.

TREASURER.

The treasurer of this Branch, A. M. Thornton, is bonded in the same sum as the other treasurers, and performs, in addition to his duties as treasurer, also those of quartermaster and commissary of subsistence.

Disbursements. The funds disbursed by the treasurer are the general, post, pension, and Keeley funds. All public funds are deposited in the Los Angeles National Bank, Los Angeles, Cal. The depository is about 18 miles from the Home, causing inconvenience and loss of time in making deposits or drawing cash from bank. The disbursements and accounts were inspected to include the 1st day of December, 1894, the balance on hand at that time being $24,420.61, exclusive of $126.49 of the Keeley fund. It was noted that a separate check book was kept for the general fund and each special appropriation for each fiscal year. This is at variance with the custom of the other Branches, and requests to higher authority for instructions as to the methods of keeping some special accounts were ignored. Checks did not in all cases show the objects for which drawn, nor did dates of vouchers always agree with dates of corresponding checks and entries in cashbook.

Pension Fund. The pensioners at this branch numbered 775 on June 30, 1894, or nearly 64 per cent of the average members present and absent. They received during the year $103,218.55, or about $133.19 each, leaving a balance due them in the hands of the treasurer of $11,237.23. The balance on hand at date of inspection was $9,606.90.

Post Fund. The principal revenues of this fund are from the store, restaurant, and beer hall. The sales during the year amounted to $12,589, yielding a profit of $4,636.32, or $4.64 per capita of the average present. The profit at the beer hall was $3,788.75. The main expenses under this fund are for the support of the band and compensation of the pension clerk and the employment of 6 members. Some of this fund was expended for the benefit of the Keeley Institute.

Keeley Fund. The Keeley Institute was established in July, 1893, and since that time 134 members have taken, or are still taking, the cure. The receipts have been $2,727.88, and the disbursements $2,601.39.

Improvements. During the year $1,560 were expended for 2 bake ovens and a smokestack, and $800 for a boiler for pump-

ing plant. It is also reported that $670 was expended for a new bake house, from subsistence funds for 1894, and $560 for new pipe, from hospital fund for 1894. New quarters for the governor, to replace those burned down, were in course of construction, as was also a system of fire protection. The amounts appropriated for these two items were $9,000 and $8,100, respectively. The estimates submitted for additional barracks, a kitchen, and electric-light plant are $71,000.

Purchases. When exceeding $100 and less than $500 these are made by inviting bids, and under contract; for amounts of $500 or over advertisements are resorted to in addition.

Employees. There were 287 officers and employees on the pay roll during the year, receiving $49,124.96, or an average of $171.17 each. The number comprised 2 officers, averaging $2,823.61 each; 13 noncommissioned officers, at $228.46 each; 245 members, at $110 each; and 27 civilians, at $502.11 each. Fifty-two members were on extra duty without pay.

QUARTERMASTER.

Barracks. There are 6 barracks, 2-story frame, with unfinished attic and similar in design. They were originally intended to house 100 men each, but are now occupied by an average of 190 men each. The floor space per man was, highest, 67; lowest, 58; average, 62 square feet; and the cubic air space, highest, 875; lowest, 576; average, 725. None of the members sleep in basements, but 254 are quartered in the barrack attics. Ventilation is effected by registers placed in floors and opening into foul-air ducts which lead to air shafts in central portion of each building. The shafts pass up through roofs and vent through louvers above the attic windows. The sanitary condition is reported good, but it is said that the plumbing and steam fitting is expensive to keep in repair, owing to lime deposit and sand in water. Heat is supplied by steam piped from the central boiler house. Beds, bedding, and lockers were in good condition. No record is kept of the amount expended on each building.

Storage. There are no storehouses. The basements of two of the barracks and of the hospital are used for storage, but they are not well adapted for the purpose, being insufficient in capacity and damp at times, and not well lighted.

Property. The value of quartermaster stores on hand June 30, 1894, is reported at $6,663.70, and of clothing $10,377.88. Furniture and other property belonging to the Home are usually marked and always taken up. Inventories are taken annually and verified by the treasurer, to whom returns are rendered. It was found that property had been condemned by a Board and sold before the date of the usual approval by an inspector of the Home; for instance, on November 13, 1883, two locomotive boilers and three pumps were thus sold, though the authority to do so or examination by the inspector was signed and dated May 2, 1894.

Light. The buildings are lighted by coal oil, though all principal buildings, barracks excepted, are wired for electric light, and an estimate for an electric-light plant has been submitted.

Fire Department. There is a small local organization in each building, and the members are each assigned special duties. The Home fire brigade is composed of 125 men, and the buildings are divided into three districts, with special alarm for each, to be given

from the boiler house. The apparatus is inadequate and primitive, but a system of fire protection is now under construction.

COMMISSARY DEPARTMENT.

The basement of the dining hall is used for the storage of commissary supplies, and seems to be well adapted for the purpose.

Supplies. The value of subsistence stores on hand June 30, 1894, was $1,063.09. The supplies were of good quality and well cared for. The average cost of the daily ration has been $0.1901 per member, making the annual cost for food $69.39. The cost of maintenance per capita was $136.24, including $11.63 for clothing.

Dining Hall. The mess hall is a two-story frame and attic, about 50 by 170 feet, and cost $19,393.15. It has a capacity of 588. The kitchen is a temporary frame structure adjoining the mess hall, and cost about $1,200. A new kitchen to cost $16,000 has been estimated for. Garbage is mostly fed to the hogs; that unfit for this purpose is burned.

HOSPITAL.

The hospital is under charge of Dr. H. E. Hasse. It is frame, and consists of a two-story and attic central administration building, and two one-story attic wings, and has a capacity of 146 patients.

Patients. On June 30, 1894, the hospital contained 102 patients, an increase of 14 over the number a year previous. The average daily number of sick in hospital has been 86 during the year, and there were 57 deaths, making the death rate per thousand 46.72 of the average present and absent. The average age of death was 62 years. The principal diseases have been, chronic rheumatism, 15.73; brain and spinal cord, 4.09; valvular disease of heart, 2.51, and pulmonary tuberculosis, 2.15 per cent. The average daily cost of the hospital ration is reported as $0.1907 per patient. The hospital force, including staff, numbered 64, and cost per annum $8,456, or $132.12 per person.

Medicines. Some 75 different drugs and pharmaceutical preparations among the large number on hand seem more habitually used in the hospital dispensary. The quantities required for the quarter ending December 31, 1894, are generally somewhat larger than those allowed by the army supply table, but this may be necessary from the special requirements of the sick. The general cost is also greater, except in the case of trusses. Comparison showed the following amounts paid for 47 different articles: By Home, $448.23; by medical department, $332.62. Including trusses, by Home, $478.32; by medical department, $404.62.

Water Supply. Water is derived from springs in the mountains in rear of the Home, and from a well sunk in the valley, and is piped from two reservoirs to the Home. Neither source seems to be thoroughly reliable at all times, and both were alternately used during this inspection.

Bathing Facilities. There are two bath tubs in each barrack, and one in the dining hall; the hospital has two in each wing. With the present crowded condition of the barracks there are but two bath tubs for every 190 men, which seems hardly adequate.

Sewerage. Sewage is removed by underground conduits, which have a fall of from 20 to 40 feet, and discharge upon a 12-acre field about 200 yards from the nearest building, where it is

distributed in open ditches. It is reported that the sewage is rapidly absorbed by the loose, sandy loam, and made innocuous by the peculiar alkalinity of the soil; and the system has so far proved effectual.

COMPLAINTS.

Nineteen members had a personal interview with the inspector, or submitted their grievances in writing. Two of these complained of the quality of the clothing issued to them, and one of stoppage from his pension for board in March, 1894. Three members desired aid in procuring pensions, stating that their claims were pending before the Commissioner of Pensions; and thirteen desired outdoor relief. This subject has already been referred to in my report of the Marion Home, where 21 members now receive the outdoor relief. The practice, it is understood, has been discontinued by the Board of Managers, though it seems to have features of merit, and gives entire satisfaction at the Home for regular soldiers.

No. 7.—Report of an Inspection of the Central Branch, Made December 14 to 23, 1894.

Location.

This Branch Home, the second established, was originally located at Camp Chase, near Columbus, Ohio, in 1867, and during the latter part of that year was moved to its present very desirable location, on high, rolling grounds, about 4 miles distant from Dayton, Ohio, with which city it is now connected by two electric street railways and a steam railway, over which the supplies for the Home are carried. The original tract purchased contained about 350 acres and cost $45,700. Various tracts contiguous have been added by purchase until now the reservation embraces 578 acres, at a cost of $85,445.30 to the United States, and $20,000 donated by the citizens of Dayton, Ohio. It is reported that for buildings and improvements there has been expended to June 30, 1894, the sum of $1,339,862.17, making the total cost to that date for land, buildings, and improvements $1,425,307.47.

The administration of the affairs of this Branch Home are now intrusted to Col. J. B. Thomas as governor, who exercises a careful, conscientious, and intelligent supervision over every department of the Home.

Buildings.

The barrack buildings are well located, and consist of 31 buildings—16 frame and 15 brick. There are 3 storehouses—1 brick, 1 stone, and 1 frame; a fine brick theater, a headquarters building, and a stone church; a hospital, a boiler house, pumping house, laundry, hotel, dining hall, and four officers' quarters, besides a number of small cottages for other officers, female nurses, and other employees. The buildings, lighted principally by gas made on the premises and partly by electricity, are heated by steam from a central plant, and were apparently in good condition, and an air of neatness and cleanliness is everywhere apparent. In the dormitories the minimum floor space per man is 48 square feet, with an average of 60 square feet; and the minimum air space 432 cubic feet, with an average of 660 cubic feet. Sixty-four men were sleeping in attics and 15 in basements, and 33 in other places not originally built for sleeping in.

Members.

The members, as a rule, presented a neat and tidy appearance; their clothing allowance seemed to supply their needs and was of good quality. The food, as shown by the bills

of fare of the preceding week, seemed sufficiently varied and nutritious. There were present at the date of the outdoor inspection, December 22, 1894, 4,747 members, of whom 1,236, or 26 per cent, were in hospital and convalescent companies; 1,024, or 21.6 per cent, unable to march; 521 at necessary work, and 1,966, or 41 per cent, in line. It was an interesting and effective military ceremony and display, in every way commendable and impressive. The barrack capacity is reported as 4,198 and the hospital 644, making a total of 4,842. The average number present during the year ending June 30, 1894, was 4,699. The highest number was attained November 30, 1893, when 4,864 were present, and the lowest July 5, when only 4,294 were present. The average for the year was 165 more than that for the previous year, and only 111 above the average for the past five years. Of the number cared for 34 per cent were of native birth, as against 35 per cent the previous year.

Discipline.

The most frequent offenses seem from the docket to be drunkenness, jumping the fence, and quarreling. The penalties attached for these offenses are usually work without pay and restriction of passes. The docket shows some improvement over that of last year, but the decision of the State supreme court sustaining the finding of the court of common pleas against a saloon keeper convicted under the mile-and-a-half law it is expected will diminish the evil influences of these saloons and largely operate to diminish the number of docket offenses.

Amusements.

The sum of $36,554.26 was expended last year from the post fund to furnish amusement to the members, or about $7.77 per member. The theater, in which dramatic performances and concerts are held, is called "Memorial Hall," and has a seating capacity of 1,500. The charge to the members for admission to the dramas, of which 43 were presented during the year, is nominal; to the lower floor, 10 cents; to the galleries, 5 cents. The band, consisting of 30 members, and costing last year $11,671.45 of the above sum, gives frequent free concerts, averaging four a week. The members are further provided with billiard, pool, and bagatelle tables, bowling alleys, and boats; and there is a large and well-kept library of 18,901 volumes and a subscription list of 96 papers and 41 periodicals, which furnish a large and varied supply of literature to all connected with the Home. The foundation of the library, now catalogued as the Putnam Library, was a magnificent donation in 1868 from Mrs. M. L. Putnam in memory of her son. The post library is named for Gen. George H. Thomas.

Religious Services.

Services are held daily by the Protestant and Catholic chaplains. The former occupy the main floor and the latter the basement of the church.

Disbursements.

The disbursements and accounts from November 9, 1893, to December 15, 1894, were inspected, involving $1,981,824.63, under the different funds—general, post, pension, and posthumous. The posthumous fund was closed by the transfer of $4,187.48 to current expenses 1895, and the balance to the acting treasurer of the Home. This balance consisted of cash, $14,505.09, and bonds, $64,798.99, cost price.

As compared with the disbursements of the previous year, a reduction of cash expenditure is noted under each head. The balances on hand under the various funds—general, post, and pension—were verified. The office is well administered, and improvements in methods since last inspection were noted, though there is still some duplication of the work. A new method of paying the pensioners was tried during the inspection and proved quite satisfactory. A gain of over two hours was

made in time in disbursing about $100,000 the first day. It was done after the manner in which the troops in the Army are paid. The members of each company, arranged in alphabetical order, headed by the captain, marched at a designated hour to the treasurer's office, and as each man's name was called he stepped to the window of the cashier, was identified, and paid his pension money in an envelope that had been prepared and arranged the day before.

The number of needless signatures required from the treasurer and others, ranging up into tens and hundreds of thousands throughout the entire Home, would seem to call for some relief, which can be easily granted without sacrificing security in the least particular.

The average cost of the daily ration was reduced from $0.1913 in 1893 to $0.1676, and annual cost of clothing from $19.27 to $13.99; and the average cost per capita, exclusive of cost of repairs and construction, from $139.11 to $122.19. This average per capita is distributed as follows: Subsistence, $61.10; clothing, $13.99; household, $21.38; hospital, $10.51, and for administration and other expenses, $15.21. The average per capita for construction and repairs was $11.82.

The cost of repairs during the year is reported as $48,143.42, or about 3.6 per cent on the stated cost of buildings and improvements to June 30, 1894. Under a contract dated August 7, 1894, $2,938 was expended for a 2-story dwelling house, and charged to the appropriation for the prior fiscal year; and to this appropriation was also charged $2,248.06, expended during the current year for a gas-purifying house. The contract for furnishing brick for this house was dated July 27, 1894. Section 3678, Revised Statutes, directs that appropriations shall be applied solely to the objects for which they are made, and no others. A deficit amounting to $12,959.93 was charged to "subsistence," instead of to "household," under the appropriation act; and material purchased and service performed in one fiscal year was charged back to "construction" under the prior year, and the amount appropriated under this head for the service of a specific fiscal year was treated as a continuing appropriation. Checks were issued in payment of vouchers before the receipted voucher was in hand. The 10 per cent was not withheld on certain bills for purchases under contract when the purchase of items under each head was completed. Considerable purchases were made in open market during the June quarter under the emergency clause. Funds were taken up in July as of the appropriations for the fiscal year 1895, prior to any funds of that year being issued from the Treasury for this Branch.

Post Fund.

The hotel, beer hall, and store are occupied for post-fund purposes. In addition to the theater, the estimated cost of the three buildings is $43,509.49; of the 149 persons employed and paid $26,129.37 last year from this fund, 46 were citizens, who received $14,796.07, an average of $321.65 per annum. The hotel seems to be run at a loss.

The amount received from sales, transportation, and other sources during the year was $173,549.06; and expended for stock, $95,257.55; for transportation, $18,786.62; for services, $30,751.56; amusements, $14,889.61; and the new brick barrack and store, $10,128.58. The total profit on sales was $58,038.37, and of this amount $51,639.20 was realized on the sale of 7,717 barrels of beer, at $6.69 per barrel, a profit of 111 per cent. These beer halls are exclusively for the use of the members of the Home, and are under close police surveillance. Members who abuse their privileges are restricted for a period, and in aggravated cases denied entrance to the hall. The system for accounting for sales

at the beer hall seems to be effective, and differs somewhat from that at the store, with which there seems to be equal satisfaction. On the miscellaneous articles sold at the store the average profit seems to be about 27 per cent. Two thousand five hundred and thirty-one dollars and fifty-four cents was paid from this fund to attorneys for services in the case of the State of Ohio *v.* Driggs and others, growing out of the violations of the State law prohibiting the sale of liquor within 1½ miles of the Home.

Employees.

The number of employees, exclusive of those paid from the post fund, is reported as 1,217, of whom 84 are civilians, at a cost per annum of $179,013.51 for salaries, about $38.10 per capita, and 28.4 per cent of the total expenditure. The average annual salary paid to employees was $122.78, and to civilians $474.96. There were 1,241 members on extra duty without pay, and the average number of members to each employee under pay was 4.21. While there was a reduction of 114 in the number of employees as compared with last year, the average pay of members was increased 5.8 per cent, and that of civilians 32.3 per cent.

Pensioners.

Of the 5,543 members present and absent June 30, 1894, 4,763 were drawing pensions varying from $2, to $72, and of this number 279 were drawing pensions of over $16 per month. The average pension per month was $11.59. The amount of pension money received during the year by the treasurer was $667,932.87, and paid during the same period to pensioners in currency was $516,472.59, and by check $161,651.10. The balance on hand December 1, 1894, was $95,608.03, belonging to 712 pensioners, 6 of whom had over $1,000 and less than $2,000; 2 had over $2,000 and less than $3,000; 1 between $3,000 and $4,000, and 1 a little over $4,000; and the average deposit is $134.28. From the interest received on $80,197.77 pension money invested in United States 4 per cent bonds, 2 per cent per annum is paid to the members on balances to their credit at the end of each quarter. The post fund is charged with the cost of seven clerks employed at $286 per month on these pension accounts and correspondence, in addition to whatever allotment is made by the Pension Bureau for clerical force in connection with the disbursement of the funds appropriated for that office.

Quartermaster's Department.

The quartermaster at this Branch is the property officer, and in his office is kept the records pertaining to all perishable and imperishable property. He also has charge, under the governor, of the store, beer hall, the water supply, heat, light, construction, and repairs. He has his duties well in hand, and seems to be an officer well equipped for the special charge intrusted to him. The paper work seemed to be rather voluminous, and possibly could be simplified. A multiplicity of checks does not always secure accuracy, but may rather tend to foster a divided responsibility. The same methods as to property accounts and returns noted at the other Branches prevail here. The stores were well housed and in good form. The stock on hand at the close of the fiscal year of quartermaster stores and of clothing was valued at $25,169.96 and $22,640.47, respectively, and perhaps was not excessive. The cost price of property condemned during the year was $75,703.15, of which $52,670.60 was for clothing, $5,407.46 for beds and bedding, $980.07 for tableware, and the balance for miscellaneous articles.

Much labor is expended in keeping certain shop or internal accounts, and making vouchers not necessarily signed by one having personal knowledge of or contact with the matters the utility of which may be questioned.

Commissary Department.

The affairs of this department seemed to be carefully administered under the intelligent personal supervision of the officer in charge. The supply of food seemed bountiful, well prepared, of good quality, and of sufficient variety. There are two dining halls, with a joint capacity of 2,076, requiring a second setting for each table. To this second setting, perhaps, and the quality of the china, is largely due the high percentage of breakage of dishes. There were 34,181 bowls and dishes on hand and received during the year; 59.6 per cent, or 20,405, were broken or lost. Of the coffee bowls alone apparently 85.02 per cent were broken.

The value of subsistence stores on hand at the close of the fiscal year was $9,021.47, or about ten days' supply.

The staple articles for this and the quartermaster's department are purchased by contract for three months' supply. Fresh vegetables and fruit are generally purchased in open market, also articles required for special diet at the hospital. The special diet for the hospital is in charge of the matron, both in the procuring of the supplies and their preparation.

The printed form of contract in vogue in the army subsistence department seems simple and efficacious and might minimize the excessive number of contracts found at some of the Branch Homes.

Farm.

There are 285 acres under cultivation for farm purposes. The principal crops raised were hay, wheat, corn, cabbage, tomatoes, beans, and root crops.

The value of the crop is reported at		$11,744.25
Consumed on the farm	$4,332.50	
Sold from the crop	1,147.78	
		5,467.28
Value of crop to messes		6,276.97
Value of milk to messes	$2,323.91	
Value of beef to messes	406.37	
		2,730.28
Value of farm to messes		9,007.25
Received from sale of crop and animals	$1,827.43	
Credit claimed for teaming	8,232.88	
		10,060.31
Total credit to farm		19,067.56

The amount expended under farm during the fiscal year was $19,311.02. The milk furnished is charged for at the contract price for which it is delivered on the farm.

The value of the farm stock on hand was $3,725.

Hospital.

The hospital seemed commendable in all its appointments, especially in its wards, where the patients seemed to be fully enjoying the forethought for their care for an experienced surgeon. The presence of trained female nurses under the charge of the matron gave evidence that nothing would be lacking to secure that alert attention so comforting to an invalid. The dispensary was apparently complete, and the operating room admirably equipped as to light and appliances. The hospital proper has a capacity for 644 patients, and the convalescent companies for 317. The average number (daily) sick during the year was 570. The principal diseases treated were: Heart diseases, 21.2 per cent of the whole number; chronic rheumatism, 19.8 per cent; chronic bronchitis, 12.7 per cent; asthma, 9.7 per cent; Bright's disease, 8.5 per cent; and pulmonary tuberculosis, 6.3 per cent. The number of deaths during the year ending June

30, 1894 was 351; average age at death, 65; and the death rate in 1,000 for whole number cared for during the year was 53.1. This is an increase in the death rate over last year of 7.38 per 1,000. The number treated at sick call was 3,796, as against 2,640 the previous year, showing an increase of nearly 44 per cent. This but illustrates the fact that the infirmities of age grow apace, and that the time is not very far distant when the hospital will become the leading care of these Homes.

No. 8.—Report of an inspection of the General Depot at the Central Branch.

General Depot.

This depot is located in the property building at the Central Branch, and is under the superintendence of the matron of that Branch, Mrs. E. L. Miller, to whose active, zealous industry and personal vigilance over the details of the matters in her charge the best results are due. At this depot are manufactured all the clothing and underwear of the members of the Home, except hats and shoes. The sheets and pillowcases for barrack and hospital use are also made here, and to it were shipped for storage and distribution to the various Branches all articles of clothing, bedding, stationery, and tableware purchased under contract or otherwise by the acting treasurer at the Home at Hartford, Conn. The act of August 18, 1894, directs that all stationery, tableware, clothing, and bedding required by each Branch Home shall be shipped to it directly from the place of purchase or manufacture.

Prior to this legislation the expense of this depot, the cost of all material purchased for manufacture, and of all articles for distribution, was paid from the several appropriations for the maintenance of the Branches by a pro rata distribution among the subheads. The consolidation of the appropriation for clothing for all the Branches into one amount simplified the accounts.

The statements submitted show the following with regard to the operations of the depot during the fiscal year ending June 30, 1894:

Articles.	On hand July 1, 1893.	Purchased.	Transferred.	On hand June 30, 1894.
Crockery	$4,874.52	$5,637.67	$4,778.43	$5,733.76
Tableware	2,013.07	.....	560.20	1,452.87
Total	6,887.59	5,637.67	5,338.63	7,186.63
Bedsteads	367.20	.....	201.24	174.96
Blankets	27,164.42	3,750.30	14,044.04	16,870.68
Counterpanes	2,058.28	.....	1,675.95	382.32
Mattresses	8,999.20	555.00	4,456.45	5,097.75
Pillows	7,794.74	.....	1,322.10	6,472.64
Total	46,392.84	4,305.30	21,699.78	28,998.36
Caps	2,254.45	4,590.00	4,593.92	2,250.53
Hats	20,251.50	20,675.59	11,980.59	28,946.50
Shirts	18,914.49	11,615.97	15,226.83	15,303.63
Shoes	13,781.37	16,639.18	19,290.83	11,129.72
Slippers	945.28	2,159.60	1,186.93	1,917.95
Ponchos	106.50	.....	24.00	82.50
Shoulder straps	49.95	415.00	53.95	411.00
Clothing materials	47,603.18	121,847.58	*90,019.34	79,431.42
Clothing	87,533.75	†150,324.10	174,226.24	63,631.61
Total	191,440.47	328,267.02	316,602.63	203,103.86
Crockery, etc	6,887.59	5,637.67	5,338.63	7,186.63
Beds and bedding	46,392.84	4,305.30	21,699.78	28,998.36
Grand total	244,620.90	338,209.99	343,641.04	239,288.85

*Expended. †Fabricated.

The amount paid for services during the fiscal year was as follows:

1 superintendent	$300.00
38 salaried employees	5,293.54
182 job workers	24,761.10
	30,871.59

All the men employed in this depot are members of the Home, and in addition to these a large number of women (197 during November, 1894) are employed in piecework, done at their homes, to whom the following rates are paid for making:

Pillowcases	$0.02	Blouses	$0.50
Drawers, canton flannel	.15	Trousers	.35
Drawers, red flannel	.25	Vests	.50
Shirts	.25		

To the members who work in the shops the following prices are paid:

Blouses	$0.35	Trousers	$0.30
Vests	.45	Dress coats	.75

Of these members 53 were employed on job work, 9 as cutters, 6 sewing, machine operators, 26 knitters, and 3 suspender workers. All payments for work at the depot and to outsiders for work delivered are made monthly by the treasurer of the Central Branch, from funds specially furnished him by the general treasurer for this purpose. The vouchers for this expenditure are sent to the general treasurer, who includes them in his local disbursements.

From the foregoing statement it would appear that during the year there was fabricated clothing, valued at		$150,324.10
From materials costing	$90,019.34	
Less amount received for clippings	1,347.19	
Net cost of materials	88,672.15	
Paid for services	30,871.59	
Estimated cost of power, gas, etc	850.00	
		120,393.74
Difference between valuation and cost		29,930.46

The difference between the prices that will prevail for the various articles fabricated from December 15, 1894, and their valuation on statement of articles fabricated to June 30, 1894, is as follows:

	Prices, December 15, 1894.	Valuation, June 30, 1894.
Blouses	$2.234	$3.00
Coats, dress	4.564	6.00
Coats, great	4.691	5.18
Drawers, red flannel	1.18	1.30
Shirts, red flannel	1.18	1.30
Shirts, domestic	.485	1.00
Socks	.161	.188
Suspenders	.131	.166
Trousers	2.162	2.50
Vests	1.396	2.00

The clippings are turned over to the Central Branch property room once a month, and sold under competitive bids to the highest bidder. There was sold to the Connecticut State Home clothing to the amount of $2,625.

There is a printing office included in this depot at which blank forms, letter heads, and envelopes for the use of Branch Homes are printed,

and from which the authorized record books are distributed. Of the blanks there are 97 numbered forms, and 15 not numbered; and at some of the Branch Homes special forms printed at the local printing offices were in use.

The force employed in the printing office during November, 1894, was 1 foreman, at $25 per month; 1 printer, at $15 per month, and 3 printers, at $12 each per month; a total of $76 per month. These employees are members of the Home.

The stock on hand July 1, 1893, was valued at		$1,778.92
Purchased	$3,817.54	
Fabricated	2,602.80	
		6,420.34
		8,199.26
Transferred to Branch Homes	3,841.67	
Transferred to managers	49.87	
Transferred to agents	32.86	
Sold to State Homes	379.00	
		4,303.40
Balance to be accounted for		3,895.86
Amount reported on hand		2,024.96
Amount of difference		1,870.90

No charge is made for the printing of special forms used at the Central Branch on paper furnished by that Branch. The cutting and ruling is done at Dayton, Ohio, and the record books are made by two firms in that city. The goods for fabrication are received under contracts made by the president of the Board of Managers. In case of books, suspender webbing, trimmings and linings, the contract is made upon a report of a committee appointed by the governor at the Central Branch. Shipments are made from stock to each Branch upon orders from the president about the 10th of the first month of each quarter. An account of these issues is kept at the depot, and a weekly report is made to the president of all issues, transfers, fabrications, and expenditures. A ratio of distribution of supplies is made up annually at Hartford, showing the percentages allowed to each Branch, under each head of disbursement, and this governs in determining the allowance to be made to each Branch for supplies credited to them on the depot books. For clothing the following percentages are determined for this year:

Central Branch	0.25	Pacific Branch	0.07
Northwestern Branch	.15	Marion Branch	.08
Eastern Branch	.10		
Southern Branch	.20		100
Western Branch	.15		

The quality of the goods and workmanship is subject to close inspection, and appears to give satisfaction. There were 26,325 hats reported on hand at the close of the year, against 10,350 transferred to the several Branches during the year, to an average population of 15,601. The value of the stock on hand July 1, 1894, of articles purchased, appeared to be 38+ per cent more than the value of articles transferred during the year to Branch Homes, and to this excess 81+ per cent more was added by purchase, leaving the balance on hand at the close of the year 20 per cent more than a year's supply, as compared with the amount required for the preceding year.

The work shops were neat and orderly, and the system of accountability with the employees for material issued to them for fabrication seemed to be well devised to guard against waste and loss.

No. 9.—Notes and Queries.

Would it not be well, whenever it is practicable, in all these Homes to have a property officer, whose duty it would be to receive, issue, and account for all property, while the treasurers' duty should be limited to the actual financial transactions of the Home; and no officer should be required to certify to any matter of which he has no personal knowledge?

Where the opportunity of visiting other Branches was afforded the executive officers of the Branch Homes, it is thought much benefit was derived to the Homes, as their methods could be compared and suggestions of practical value be gathered.

The great labor thrust upon the treasurers in requiring three autographic signatures from them for each pension paid, and three signatures from other people, calls for some action to relieve them from this manual drudgery. These slips are only intermediate vouchers covering amounts for which the pension agent holds the treasurers' receipt in bulk, and the individual pensioners also receipt to the local disbursing officer, so complete security is already adequately assured, and a stamp like that used for official copies of orders in the War Department, or if the methods of the Pension Office are preferred, a stamped signature would answer the purpose to show by whom the pensioner was paid.

Much clerical labor would be saved to the Branch Homes if the members going and returning from furlough would pay the cost of their transportation direct to the railroad or transportation company instead of to the Branch treasurer. A railroad sometimes issues tickets to members, and receives the pay therefor from the members, upon notice from the Home sufficient to identify the member. Can not this be made general?

Where it is possible to determine the longest period for which it would be of advantage to the Home to make a contract within the fiscal year, should not contracts be so made, and thus reduce the immense amount of paper work now incident to making so many contracts? And as it is not always possible to know at the time of executing the contract the precise quantity that may be needed, would it not be well to have the contract provide for a margin of say 10 or 15 per cent, more or less, as the service may demand? It is understood that such a provision would be recognized by the Treasury Department.

After a practical test of many years, covering a wide field, and including cases of almost every variety, the card system of records, as applied more particularly to personal history, has been adopted by the War Department. It commends itself for economy of labor, time, and space, and it is suggested that for the personal history of the members of the Home it could be used with advantage; and if the Home number assigned to the member on his admission were used in connection with his name to designate the man, instead of the cumbersome style of stating, each time his name is recorded, his former rank, company, regiment, and State, much labor and time would be saved in making up rolls, vouchers, returns, requisitions, etc.

Under Treasury regulations of August 24, 1876, the paid checks of all disbursing officers are required to be held by the depository upon which drawn; but it appears that this wise provision does not obtain in all cases, as some of the national banks return the paid checks to the disbursing officer with each monthly statement of his account. As the check, with the indorsements thereon, forms a very material link in the chain of evidence to show the actual disposition as well as the

amount of each payment, it should be preserved as an official paper, distinct from the files of the disbursing officer.

In all the laws relating to the deposit of public funds, wherein the different classes of depositories are named, it is observed that preference is given to the United States Treasurer and assistant treasurers. Would it not be well to observe that preference in depositing the funds for the support of the Home, especially when there is an assistant treasurer, United States, in the same place as the United States national bank depository used, and should not all funds held on account of the Home be deposited in some authorized depository?

The act of June 23, 1874, distinctly requires that funds appropriated for the support of institutions of this character shall be deposited in public depositories and "shall be paid out only on the checks of such fiscal officer, drawn payable to the order of the person to whom payment is to be made for services, materials, or any other purpose, and stating in writing thereon the specific object or purpose to which the avails thereof are to be applied."

It is provided in the same act:

> That when payments are to be made under $20, such fiscal officer may check in his own name, but shall state in writing on the check that the avails thereof are to be applied to the payment of small claims, and shall furnish to the treasurer, assistant treasurer, or designated depository on whom the check is drawn, a certified list of such claims, which list shall set forth the amount and nature of each claim and the name of each claimant.

The lists of outstanding checks report checks that have been outstanding for three full fiscal years. As the final disposition of the funds held by the national depositories to meet these checks may embarrass their accounts, as they now do the accounts of the disbursing officer, should they not be made subject to the requirements of the statute (Rev. Stat., 306) which directs that all such funds represented by the checks of any disbursing officer of any Department of the Government be covered into the Treasury to the credit of the appropriation account styled "outstanding liabilities?"

It seems that the accounts of the various disbursing officers are not closed promptly on the last day of the period to which they are stated, but are kept open after the end of the quarter for the payment of accounts contracted but not paid during the quarter; thus in an account stated to December 31, 1893, were found vouchers paid on January 17, 1894. Such practices tend not only to greatly delay the rendition of the accounts, but make it impossible to verify the balances reported on the account current as on deposit, as the bank reports the actual balance on deposit on the last day of the quarter, while the account current represents the balance after the last check in the account is drawn, perhaps some two weeks later, and in the meanwhile checks for the payment of accounts in the succeeding quarter have been drawn. It is submitted that the practice of closing the accounts on the last day of the period to which stated, as is now the rule for all accounts that come to the War Department, is clearly correct.

Would it not be a convenience to the pensioners if each of the Branch treasurers had a deposit account with the assistant treasurer at New York, so that they could make remittances to their dependent relatives without subjecting them to the usual discount charged for cashing bank checks or buying money orders? Such an account would also prove of service in the transferring of funds between the general treasurer and the Branch treasurers.

The Treasury method of supplying a disbursing officer with funds by

placing the amount to his credit in the depository named seems more safe and prompt than that of transmitting the draft to the officer for him to transmit to the depository, nor is it deemed best that a disbursing officer's check, transferring funds, be returned to him as part of a remittance to him. It would seem to be preferable that all checks be tested by deposit for collection.

By the act of July 5, 1884, section 2, all officers of the Army were allowed to purchase subsistence supplies from the commissary department at cost price. The former practice required that they should pay 10 per cent in addition to the cost price. This was found to be an unnecessary tax upon the officers, as there was no additional expense incurred by reason of their comparatively small purchases. It is noted that this percentage is still charged to the officers of the Home.

APPENDIX B.

TABLE 1.—*Statement showing population of the Branch Homes.*

Branches.	Members present and absent—				Admitted since June 30, 1894.	Members cared for during year.				Average age—	
	June 30, 1893.	June 30, 1894.	Net gain.	Average during year.		Maximum at one time.	Minimum at one time.	Total.	Average.	Of members to June 30, 1894.	Of members admitted since.
Eastern	2,038	2,143	105	2,099	214	1,804	1,482	2,668	1,687	65	59
Central	5,400	5,543	143	5,434	410	4,864	4,294	6,611	4,699	62+	57+
Northwestern	2,381	2,541	160	2,491	361	2,315	1,709	3,169	2,089	60.5	58
Southern	3,716	3,985	269	3,884	118	3,048	2,519	4,595	2,871	60	58
Western	2,739	2,774	35	2,822	302	2,390	1,878	3,860	2,189	59.5	58.3
Pacific	1,151	1,297	146	1,220	344	1,063	867	1,532	1,000	59	56
Marion	1,171	1,333	162	1,334	324	1,266	752	1,938	1,064	54	60
Total	18,596	19,616	1,020	19,284	2,073	16,750	13,501	24,373	15,599	60.6	57.9

TABLE 2.—*Statement showing gain in average number of members present.*

Year.	Branches.							Total.
	Eastern.	Central.	Northwestern.	Southern.	Western.	Pacific.	Marion.	
1890	68	157	214	160	227	326	56	1,208
1891	11	17	73	138	136	159	462	996
1892	−74	−135	21	66	40	95	252	265
1893	73	−14	36	59	−5	166	150	465
1894	81	165	77	142	149	182	144	940
Total	159	190	421	565	547	928	1,064	3,874
Average	32	38	84	113	109	186	213	775

TABLE 3.—*Statement showing discipline, books in library, and cost of band.*

Branches.	Per cent of members committing offenses during year.					Library.			Band.	
	None.	One.	Two.	Three or more.	Desertions.	Number of volumes.	Number of papers.	Number of periodicals.	Number.	Cost.
Eastern	85.94	11.17	1.54	1.35	.48	7,926	23	32	19	$6,562.94
Central	71.68	16.50	6.50	5.32	1.39	18,901	96	41	30	11,671.45
Northwestern	78.29	10.22	4.23	7.26	.99	6,437	67	23	21	4,927.48
Southern	98.80	.89	.13	.18	1.05	8,384	92	9	23	5,700.00
Western	93.63	3.19	1.74	1.44	.94	7,316	14	10	25	5,319.27
Pacific	87.01	9.72	2.61	.66	.31	1,153	58	.....	9	2,918.67
Marion	82.51	5.26	4.90	7.33	.....	1,471	16	9	18	4,167.83
Total	84.51	8.73	3.34	3.42	5.16	51,588	366	124	145	41,267.64

TABLE 4.—*Hospital statistics.*

Branches.	Capacity of hospital.	Average number of patients in hospital.	Deaths.			Employees.	
			Number during year.	Average age at death.	Rate per 1,000 of average present and absent.	Number.	Cost.
Eastern	350	249	120	64	57.16	82	$13,005.95
Central	644	570	351	65+	64.59	201	31,014.49
Northwestern	231	118.5	118	64	47.37	.....	.....
Southern	550	463	192	61.75	50	98	11,655.99
Western	398	225	164	62.58	58.11	82	15,870.00
Pacific	146	86	57	62	46.72	64	8,456.00
Marion	240	139	47	58	35.23	47	8,289.07
Total	2,559	1,850.5	1,049	63.3	54.4	574	88,291.50

TABLE 5.—*Comparative statement of the funds disbursed by the Branch treasurers for the fiscal years 1893 and 1894.*

Branches and subheads.	Disbursed.		Increase.	Decrease.
	Fiscal year 1893.	Fiscal year 1894.		
CENTRAL BRANCH.				
Current expenses	$64,009.63	$60,866.43	.....	$3,143.20
Subsistence	338,971.15	312,777.33	.....	26,193.82
Clothing	5,473.12	3,913.12	.....	1,560.00
Household	79,631.33	82,043.30	$2,411.97	.....
Hospital	52,812.65	49,524.45	.....	3,288.20
Transportation	4,931.14	1,794.30	.....	3,136.84
Construction	66,907.40	76,103.64	9,196.24	.....
Farm	24,558.37	19,311.62	.....	5,247.35
Total	637,294.94	606,333.59	11,608.21	42,569.41
NORTHWESTERN BRANCH.				
Current expenses	26,539.80	26,591.95	52.15	.....
Subsistence	127,698.45	124,653.00	.....	3,045.45
Clothing	3,171.06	3,358.36	187.30	.....
Household	53,188.07	53,368.03	179.96	.....
Hospital	24,811.37	25,347.83	536.46	.....
Transportation	1,363.85	804.07	.....	559.78
Construction	25,179.29	40,940.58	15,761.29	.....
Farm	12,761.26	12,928.27	167.01	.....
Total	274,713.15	287,992.09	16,884.17	3,605.23
EASTERN BRANCH.				
Current expenses	22,887.10	21,242.35	.....	1,644.75
Subsistence	111,179.68	104,579.70	.....	6,599.98
Clothing	1,587.25	1,587.73	.48	.....
Household	41,377.41	47,692.17	6,314.76	.....
Hospital	22,800.89	21,728.90	.....	1,071.99
Transportation	1,749.99	1,337.78	.....	412.21
Construction	39,432.54	36,566.25	.....	2,866.29
Farm	14,772.59	12,050.06	.....	2,722.53
Total	255,787.45	246,784.94	6,315.24	15,317.75
SOUTHERN BRANCH.				
Current expenses	25,567.27	26,532.95	965.68	.....
Subsistence	188,988.88	177,533.62	.....	11,455.26
Clothing	3,176.35	3,099.92	.....	76.43
Household	41,522.26	45,638.70	4,116.44	.....
Hospital	25,089.61	23,408.07	.....	1,681.54
Transportation	1,846.80	1,902.79	55.99	.....
Construction	22,011.05	27,095.58	5,084.53	.....
Farm	20,123.75	17,780.10	.....	2,343.65
Total	328,325.97	322,991.73	10,222.64	15,556.88

TABLE 5.—*Comparative statement of the funds disbursed by the Branch treasurers for the fiscal years 1893 and 1894*—Continued.

Branches and subheads.	Disbursed.		Increase.	Decrease.
	Fiscal year 1893.	Fiscal year 1894.		
WESTERN BRANCH.				
Current expenses	$26,603.24	$24,001.35	.....	$2,601.89
Subsistence	128,484.22	127,753.11	.....	731.11
Clothing	2,813.87	3,135.33	$321.46	.....
Household	57,143.52	54,005.54	.....	3,137.98
Hospital	29,474.38	28,621.12	.....	853.26
Transportation	2,884.99	1,920.18	.....	964.81
Construction	34,654.19	34,475.36	.....	178.83
Farm	12,297.36	12,030.79	.....	266.57
Total	294,355.77	285,942.78	321.46	8,734.45
PACIFIC BRANCH.				
Current expenses	15,165.51	14,219.88	.....	945.63
Subsistence	73,201.78	64,555.38	.....	8,646.40
Clothing	895.75	1,221.57	325.82	.....
Household	17,404.04	18,732.04	1,328.00	.....
Hospital	9,924.45	12,907.27	2,982.82	.....
Transportation	2,697.94	1,372.58	.....	1,325.36
Construction	32,947.56	35,044.02	2,096.46	.....
Farm	11,222.20	12,147.84	925.64	.....
Total	163,459.23	160,200.58	7,658.74	10,917.39
MARION BRANCH.				
Current expenses	21,067.32	20,675.46	.....	391.86
Subsistence	62,797.94	68,934.79	6,136.85	.....
Clothing	2,096.31	1,552.44	.....	543.87
Household	10,372.30	9,794.82	.....	577.42
Hospital	13,657.68	13,961.06	303.38	.....
Transportation	1,179.08	928.13	.....	250.95
Construction	40,423.94	33,802.82	.....	6,621.12
Farm	5,535.62	5,628.44	92.82	.....
Total	157,130.19	155,278.02	6,533.05	8,385.22
RECAPITULATION.				
Central Branch	637,294.79	606,333.59	11,608.21	42,569.41
Northwestern Branch	274,713.15	287,992.09	16,884.17	3,605.23
Eastern Branch	255,787.45	246,784.94	6,315.24	15,317.75
Southern Branch	328,325.97	322,991.73	10,222.64	15,556.88
Western Branch	294,355.77	285,942.78	321.46	8,734.45
Pacific Branch	163,459.23	160,200.58	7,658.74	10,917.39
Marion Branch	157,130.19	155,278.02	6,533.05	8,385.22
Total	2,111,066.55	2,065,523.73	59,543.51	105,086.33
Less increase	.....	.....	.....	59,543.51
Total decrease for fiscal year 1894	.....	.....	.....	45,542.82

TABLE 6.—*Statement showing number of persons employed and the amount paid them during year.*

Branches.	Officers.		Noncommissioned officers.		Members.		Civilians.		Average per person.
	Number.	Amount paid.	Number.	Amount paid.	Number.	Amount paid.	Number.	Amount paid.	
Eastern	4	$6,590.00	18	$3,540.00	892	$42,762.47	63	$20,078.86	$74.69
Central	8	15,593.33	110	17,825.75	1,015	105,697.76	84	39,896.67	147.09
Northwestern	6	10,450.00	39	6,285.13	465	42,682.24	33	15,325.96	137.66
Southern	5	10,000.00	20	4,542.00	441	44,485.74	31	15,098.00	141.10
Western	6	10 375.57	23	5,191.80	340	39,619.43	50	15,828.64	142.17
Pacific	2	5,647.23	13	2,970 00	245	26,950.87	27	13,556.86	171.18
Marion	3	6,349.92	15	2,976.00	227	21,109.72	48	17,637.06	164.07
Total	34	65,006.05	238	43,330.68	3,625	323,308.23	336	133,422.05	133.49

TABLE 7.—*Statement showing cost of articles of food.*

[In cents and fractions thereof.]

Branches.	Fresh beef.	Corned beef.	Coffee.	Tea.	Bacon.	Salt pork.	Potatoes.	Ham.	Sugar.	Butter.	Sirup.	Cheese.
Eastern	7.95	4.87	18.75	24.50	.....	11.50	79	14.75	5.83	19.25	31.	10.5
Central	5.77	4.98	20.04	29	8.97	.....	68	9.36	4.53	14.75	21.57	9.39
Northwestern	5.65	3	21.62	38.25	11.25	7.75	73.25	10.92	5.40	20	22.25	11.19
Southern	5.25	3.14	20.7	30	20	7.31	69.5	10.39	4.29	15.87	28	10.78
Western	6.2	5.75	28	30	13.33	9.8	82.4	11.6	5.5	16	35	13
Pacific	4.775	2.75	27.10	28.06	14.67	10.12	.....	15.25	6.041	27.54	20	12.81
Marion	6.10	4.75	22.5	26	10.4	6.25	71	10.65	4.	16	27	11.75

TABLE 8.—*Statement showing estimated cost of buildings reported in use by post fund.*

Buildings.	Branches.						
	Eastern.	Central.	Northwestern.	Southern.	Western.	Pacific.	Marion.
Store	$600.00	$9,510.78	(1)	.....	(2)	$1,100.00	$700.00
Restaurant	3,500.00	.....	.....	$7,800.00	(2)	(3)	.....
Pavillion	.....	.....	$1,600.00	5,783.00	.....	.....	.....
Beer hall	3,700.00	12,816.74	6,840.00	4,440.00	(2)	400.00	(4)
Hotel	.....	21,181.97	.....	.....	.....	.....	.....
Social hall	.....	.....	5,000.00	4,100.00	.....	.....	.....
Library	12,000.00	.....	13,000.00	.....	.....	.....	(5)
Eight 1-room cottages	.....	.....	.....	1,000.00	.....	.....	.....
Billiard hall	.....	.....	.....	.....	.....	.....	(5)
Theater	13,000.00	.....	.....	40,000.00	(6)	.....	.....
Keeley building	1,500.00	.....	.....	.....	.....	.....	.....
Band quarters	.....	.....	600.00	.....	.....	.....	.....
Chapel	5,000.00	.....	9,650.60	5,000.00	.....	.....	.....
Greenhouse	2,000.00	.....	2,150.00	4,040.00	.....	.....	.....
Memorial hall	.....	.....	23,270.00	.....	.....	.....	.....
Total	41,300.00	43,509.49	62,110.60	72,163.00	.....	1,500.00	700.00

[1] In Memorial hall.
[2] Basement of barrack.
[3] In store.
[4] None.
[5] In store building.
[6] Over dining hall.

TABLE 9.—*Statement showing business of Home stores during year.*

Branches.	Cash on hand June 30—		Merchandise on hand June 30—		Sales.	Expenses.	
	1893.	1894.	1893.	1894.		Stock.	Other.
Eastern	$1,939.11	$2,854.28	$4,043.80	$4,378.61	$51,036.86	$19,797.81	$30,328.88
Central	7,974.86	11,710.00	12,711.14	12,029.02	173,549.06	95,257.55	74,982.36
Northwestern	4,846.15	7,611.32	882.37	1,076.61	52,725.96	29,795.15	20,165.64
Southern	13,386.38	14,301.71	4,198.58	5,504.82	97,117.71	42,245.25	54,080.96
Western	7,588.79	3,771.00	4,104.87	3,675.81	19,688.89	14,293.08	1,081.17
Pacific	1,934.33	1,165.42	2,104.69	1,257.12	12,589.00	7,616.06	5,742.15
Marion	1,330.02	1,634.37	1,216.23	2,207.86	12,879.00	10,274.65	2,922.63
Total	38,999.64	43,048.10	29,261.68	30,129.85	419,586.48	219,279.55	189,303.79

TABLE 10.—*Statement showing profits of beer hall and employees under post fund.*

Branches.	Profits of beer hall.	Members employed.		Civilians employed.		Average cost of employee.
		Number.	Cost.	Number.	Cost.	
Eastern	$15,864.00	35	$2,603.50	7	$996.00	$85.70
Central	51.639.20	103	11,333.30	46	14,796.07	175.36
Northwestern	18,038.60	57	7,161.99	22	5,428.94	159.38
Southern	27,896.95	54	5,631.10	21	6,143.96	157.00
Western	13,455.29	59	7,422.76	35	6,325.09	146.25
Pacific	3,788.75	7	4,890.44	1	720.00	701.30
Marion	None sold.	5	750.00	8	1,658.30	185.25
Total	130,682.79	320	39,793.09	140	36,068.36	164.92

TABLE 11.—*Statement showing number and capacity of barracks and number of storehouses.*

Branches.	Barracks.		Floor space per man (square feet).			Air space per man (cubic feet).			How lighted.	Storehouses.
	Brick.	Frame.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.		
Eastern	6	4	60.5	40.2	47	726	408	530	Electricity	4
Central	15	16	78	48	60	1,022	432	660	Gas	3
Northwestern	5	.....	69	38	53.5	906	372	571	Gas and electricity	2
Southern	8	12	78	45	54.5	826	403	589.9	Gas, electricity, oil, and candles.	2
Western	13	.....	60	37.6	51.8	817	409	637	Gas	(1)
Pacific	.....	6	67	58	62	875	576	725	Oil	(1)
Marion	6	.....	75	52	63.5	900	662	781	Natural gas	1
Total	53	38	78	37.6	56.2	1,022	372	634	.....	12

[1] Basements.

TABLE 12.—*Statement showing cost of improvements and repairs made during year, value of property condemned, value of farm products, and capacity of dining hall.*

Branches.	Cost during year of—		Value of property condemned during year.	Farm.			Capacity of dining hall.
	Improvements.	Repairs.		Acres under cultivation.	Value of stock June 30, 1894.	Value of products for year.	
Eastern	$30,177.29	$25,134.45	$10,209.28	500	$4,474.00	$14,524.40	937
Central	29,851.77	48,143.42	75,703.15	285	3,725.00	15,157.18	2,076
Northwestern	20,000.00	22,555.65	37,958.02	150	4,213.00	11,281.65	956
Southern	17,076.16	11,048.27	39,925.63	80	3,765.70	14,240.83	1,232
Western	11,933.34	9,887.80	27,804.05	150	2,445.00	8,993.62	1,080
Pacific	2,360.00	.....	.....	359	.....	10,741.87	588
Marion	3,076.95	1,147.43	2,634.82	100	3,343.72	2,599.33	420
Total	114,475.51	117,917.02	194,234.95	1,624	21,966.42	77,538.88	7,289

TABLE 13.—*Statement showing value of quartermaster stores, clothing, and subsistence stores on hand June 30, 1894, and other data.*

Branches.	Record kept of amount expended on each building.	Value of quartermaster stores.	Value of clothing.	Value of subsistence stores.	Inventories, how often taken.	By whom verified.	Property returned, to whom rendered.
Eastern.....	No..	$53,790.76	$4,155.34	$944.11	Once per annum and oftener as required.	Q. M. and C. S.	Kept on property books and open to inspection.
Central.....	Yes.	25,169.96	22,640.47	9,021.47	Quarterly and annually.	Q. M. and C. S.	Branch treasurer.
Northwestern .	No..	6,277.14	16,530.04	2,937.98	Imp. monthly; per weekly.	Heads of departments and Q. M	Q. M.
Southern	No..	5,857.53	6,483.45	2,377.43	Quartermaster annually; subsistence weekly.	Property clerk.	None made.
Western.....	Yes.	4,723.90	9,220.67	561.93	Quarterly and semiannually.	Q. M. Sergt. and property clerk.	
Pacific.....	No..	6,663.70	10,377.88	1,063.09	Quartermaster annually; subsistence monthly.	Treasurer.	Treasurer.
Marion.....	Yes.	3,186.25	5,801.39	2,782.65	Annually	Q. M.....	President Board of Managers.
Total	.....	105,669.24	75,209.24	19,688.66			

TABLE 14.—*Statement showing system of water supply, bathing facilities, and religious services.*

Branches.	Water supply.	Bathing facilities.		Religious services.	
		Barracks.	Hospital.	How often held.	What denomination.
Eastern.....	From Kennebec river by pump pressure.	29 tubs	Tub in each ward.	Sunday morning and afternoon.	Episcopal, Catholic, Methodist, Unitarian.
Central.....	Stand pipe	General bath house for all.	Bathrooms off wards.	Daily.....	Protestant and Catholic.
Nortwestern...	Lake Michigan by connection with Milwaukee, and artesian wells.	30 bath tubs ..	12 bath tubs ..	Catholic: 2 or 3 weekly and Sundays. Episcopal: Sundays, and once weekly for part of year.	Catholic and Episcopal.
Southern	Salt water for closets and urinals; well water for culinary purposes; contract made for large supply from pond.	Tubs in barracks; bath house on wharf.	Bath tubs.....	Sundays and evenings during week.	Protestant and Catholic.
Western	Leavenworth water works; in emergency from lake.	Bath tubs	Bath tub for each ward.	Every Sabbath.	Protestant and Catholic.
Pacific.....	Springs in mountains and well in valley.	2 bath tubs each.	4 bath tubs ...	Each denomination every other Sunday.	Episcopal and Catholic.
Marion.....	Ample supply	2 bath tubs each.	2 bath tubs each wing.	4 times per week.	Protestant and Catholic.

TABLE 15.—*Statement of the money accountability of Branch treasurers.*

Date.	Appropriation account.	Pension fund.	Posthumous fund.	Post fund.	Improvement fund.	Support 1891.	Support 1892.
Oct. 25, 1893	Eastern Branch	$243,793.71	$22,064.13	$54,548.21	.....	.....	$0.40
Oct. 30, 1893	Southern Branch ...	483,942.98	21,899.54	113,518.47	.....	.....	.....
Apr. 1, 1894	Marion Branch.....	74,150.20	1,063.17	12,975.21	.....	.....	26.68
Apr. 1, 1894	Northwest'n Branch	213,177.00	7,075.83	46,834.47	.....	.....	.....
Apr. 1, 1894	Western Branch ...	156,891.90	10,218.98	35,966.92	$4,236.70	.....	10.99
Nov. 23, 1893	Pacific Branch	119,671.61	5,101.34	16,027.40	.....	.....	.....
Nov. 9, 1893	Central Branch.....	942,623.71	105,800.60	204,353.81	.....	$1.00	.....
	Total to be accounted for.	2,234,251.11	173,223.59	484,224.49	4,236.70	1.00	38.07
Oct. 9, 1894	Eastern Branch	203,563.49	22,064.13	47,672.25	.....	.....	.40
Oct. 18, 1894	Southern Branch...	449,675.84	21,400.38	92,865.53	.....	.....	.....
Oct. 31, 1894	Marion Branch.....	72,112.27	1,063.17	9,132.84	.....	.....	26.68
Nov. 9, 1894	Northwest'n Branch	185,817.61	7,075.83	37,958.60	.....	.....	.....
Nov. 19, 1894	Western Branch ...	144,538.60	10,218.98	32,138.08	3,918.04	.....	10.99
Dec. 1, 1894	Pacific Branch	110,064.71	5,101.34	13,719.07	.....	.....	.....
Dec. 15, 1894	Central Branch.....	700,010.84	105,800.60	173,599.07	.....	1.00	.....
	Total expended and transferred.....	1,865,783.36	172,724.43	407,085.44	3,918.04	1.00	38.07
	Balance on hand	368,467.75	499.16	77,139.05	318.66	.....	.....

Date.	Appropriation account.	Support, 1893.	Current expense, 1894.	Subsistence, 1894.	Clothing, 1894.	Household, 1894.	Hospital, 1894.
Oct. 25, 1893	Eastern Branch	$1,451.77	$15,777.47	$83,701.64	$1,666.51	$22,395.63	$17,589.52
Oct. 30, 1893	Southern Branch...	2,110.75	20,076.25	134,144.23	2,593.95	36,466.69	18,578.46
Apr. 1, 1894	Marion Branch.....	169.74	5,256.42	16,058.11	590.22	2,997.03	3,547.35
Apr. 1, 1894	Northwest'n Branch	284.56	6,644.60	33,585.77	982.35	14,895.03	6,593.75
Apr. 1, 1894	Western Branch ...	665.51	6,186.94	38,383.91	1,079.27	12,780.86	9,071.74
Nov. 23, 1893	Pacific Branch	182.55	9,604.99	47,305.54	2,192.52	11,854.63	10,328.43
Nov. 9, 1893	Central Branch	13,429.95	45,121.47	239,037.82	4,639.41	63,480.10	39,042.59
	Total to be accounted for...	18,294.83	108,668.14	592,217.02	13,744.23	164,869.97	104,751.84
Oct. 9, 1894	Eastern Branch	1,451.77	15,777.47	83,701.64	1,666.51	22,395.63	17,589.52
Oct. 18, 1894	Southern Branch ...	2,110.75	20,076.25	134,144.23	2,593.95	36,466.69	18,578.46
Oct. 31, 1894	Marion Branch.....	169.74	5,256.42	16,058.11	590.22	2,997.03	3,547.35
Nov. 9, 1894	Northwest'n Branch	142.28	6,644.60	33,335.77	922.35	14,595.03	6,533.75
Nov. 19, 1894	Western Branch ...	533.97	6,055.53	38,283.91	1,019.27	12,380.86	8,767.99
Dec. 1, 1894	Pacific Branch	162.23	9,586.86	46,256.76	2,142.52	11,835.57	10,324.86
Dec. 15, 1894	Central Branch	13,046.13	44,944.23	238,779.21	4,539.41	63,363.50	38,776.19
	Total expended and transferred.....	17,616.87	108,341.36	590,559.63	13,474.23	164,034.31	104,118.12
	Balance on hand	677.96	326.78	1,657.39	270.00	835.66	633.72

Date.	Appropriation account.	Transportation, 1894.	Construction, 1894.	Farm, 1894.	Current expense, 1895.	Subsistence, 1895.	Clothing, 1895.
Oct. 25, 1893	Eastern Branch	$1,039.94	$19,731.70	$7,966.31	$2,320.84	$8,511,53	$133.64
Oct. 30, 1893	Southern Branch...	1,502.40	18,645.03	14,410.38	6,715.01	42,222.41	884.49
Apr. 1, 1894	Marion Branch.....	752.35	8,348.56	1,757.93	5,429.12	17,950.12	577.50
Apr. 1, 1894	Northwest'n Branch	502.94	11,478.55	3,922.16	11,414.37	43,953.80	1,044.97
Apr. 1, 1894	Western Branch...	437.06	9,679.02	5,295.81	9,648.60	44,384.32	2,591.20
Nov. 23, 1893	Pacific Branch.....	1,540.96	18,479.13	6,562.86	6,719.97	26,741.07	766.80
Nov. 9, 1893	Central Branch.....	1,360.26	64,446.49	14,357.91	32,327.17	126,481.85	1,763.76
	Total to be accounted for.	7,135.91	150,808.48	54,273.36	74,575.08	310,245.10	7,762.36
Oct. 9, 1894	Eastern Branch....	1,039.94	19,731.70	7,966.31	1,743.50	8,447.58	128.59
Oct. 18, 1894	Southern Branch...	1,502.40	18,645.03	14,410.38	4,430.39	18,320.97	399.83
Oct. 31, 1894	Marion Branch.....	752.35	8,348.56	1,757.93	5,026.99	15,396.66	266.14
Nov. 9, 1894	Northwest'n Branch	430.13	8,691.88	3,822.16	7,371.13	30,495.97	648.41
Nov. 19, 1894	Western Branch...	362.15	8,709.44	5,287.31	8,425.24	37,604,73	2,088.97
Dec. 1, 1894	Pacific Branch.....	1,343.48	18,478.63	6,557.53	5,017.82	20,771.28	606.38
Dec. 15, 1894	Central Branch.....	1,289.78	52,242.58	14,151.03	28,855.97	120,227.62	1,514.84
	Total expended and transferred.....	6,720.23	134,847.82	53,952.65	60,871.04	251,264.81	5,653.16
	Balance on hand	415.68	15,960.66	320.71	13,704.04	58,980.29	2,109.20

TABLE 15.—*Statement of the money accountability of Branch treasurers*—Continued.

Date.	Appropriation account.	Household, 1895.	Hospital, 1895.	Transportation, 1895.	Construction, 1895.	Farm, 1895.	Boiler plant.
Oct. 25, 1893	Eastern Branch	$11,614.02	$1,689.70	$148.04	$2,081.39	$1,900.89	$1,360.44
Oct. 30, 1893	Southern Branch...	9,313.27	6,143.17	500.00	5,484.32	3,461.80	.....
Apr. 1, 1894	Marion Branch.....	2,349.93	4,088.02	590.00	11,211.75	1,885.00	.....
Apr. 1, 1894	Northwest'n Branch	13,675.97	8,509.84	600.00	8,704.24	4,154.60	500.00
Apr. 1, 1894	Western Branch ...	14,755.19	8,912.75	412.50	7,690.85	4,074.20	.....
Nov. 23, 1893	Pacific Branch	7,798.96	4,994.13	1,333.33	10,056.52	3,667.31	.....
Nov. 9, 1893	Central Branch	34,267.10	21,850.39	256.98	19,107.02	8,075.24	.....
	Total to be accounted for...	93,774.44	56,288.00	3,840.85	64,336.09	27,219.04	1,860.44
Oct. 9, 1894	Eastern Branch	11,614.02	1,689.70	201.11	2,081.39	1,900.89	1,360.44
Oct. 18, 1894	Southern Branch...	4,156.59	1,662.00	150.00	1,544.08	1,077.93	.....
Oct. 31, 1894	Marion Branch.....	2,111.94	3,993.42	230.80	4,961.42	1,449.73	.....
Nov. 9, 1894	Northwest'n Branch	8,773.90	6,441.52	176.41	6,081.56	2,759.10	.....
Nov. 19, 1894	Western Branch ...	11,989.10	8,583.95	312.91	6,797.17	3,619.71	.....
Dec. 1, 1894	Pacific Branch	6,874.81	4,513.04	1,322.07	10,043.60	3,372.17	.....
Dec. 15, 1894	Central Branch.....	24,158.49	19,871.88	209.06	14,960.54	6,944.61	.....
	Total expended and transferred	69,678.85	46,755.51	2,602.36	46,469.76	21,124.14	1,360.44
	Balance on hand	24,095.59	9,532.49	1,238.49	17,866.33	6,094.90	500.00

[Date.	Appropriation account.	Tunnel.	Sewerage	Fire protection.	Governor's quarters.	Total.	Keeley fund, or chloride gold.
Oct. 25, 1893	Eastern Branch....	.....	.....	.....	.....	$521,487.43	(2)
Oct. 30, 1893	Southern Branch...	.....	.....	.....	.....	942,613.60	(3)
Apr. 1, 1894	Marion Branch	.....	.....	.....	.....	171,774.41	$2,122.00
Apr. 1, 1894	Northwest'n Branch	$832.34	$1,000.00	.....	.....	440,468.14	10,424.46
Apr. 1, 1894	Western Branch. ..	.....	.....	.....	.....	383,375.22	(2)
Nov. 23, 1893	Pacific Branch.....	.....	.....	$2,700.00	$3,000.00	316,630.05	2,727.88
Nov. 9, 1893	Central Branch	.....	.....	.....	.....	1,981,824.63	(4)
	Total to be accounted for.	833.34	1,000.00	2,700,00	3,000.00	4,758,173.48	15,274.34
Oct. 9, 1894	Eastern Branch	.....	.....	.....	.....	473,787.98	.....
Oct. 18, 1894	Southern Branch...	.....	.....	.....	.....	844,211.68	.....
Oct. 31, 1894	Marion Branch.....	.....	.....	.....	.....	155,249.77	1,653.68
Nov. 9, 1894	Northwest'n Branch	.....	.....	.....	.....	368,717.99	8,539.50
Nov. 19, 1894	Western Branch ...	.....	.....	.....	.....	351,646.90	.....
Dec. 1, 1894	Pacific Branch	.....	.....	1,922.00	2,192.71	292,209.44	2,601,39
Dec. 15. 1894	Central Branch	.....	.....	.....	.....	1,667,286.58	.....
	Total expended and transferred	.....	.....	1,922.00	2,192.71	4,153,110.34	12,794.75
	Balance on hand	833.34	1,000.00	778.00	807.29	605,063.14	2,479.59

[1] The Keely fund has not been included in the total.
[2] Not inspected.
[3] No report.
[4] Accounted for in post fund.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 343.

PRELIMINARY EXAMINATION OF ENTRANCE TO BISCAYNE BAY, FLORIDA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

With letter of the Chief of Engineers, report of a preliminary examination of entrance to Biscayne Bay, Florida.

MARCH 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 28, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 26, 1895, together with a copy of a report from Maj. T. H. Handbury, Corps of Engineers, dated February 18, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of entrance to Biscayne Bay, Florida.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 26, 1895.

SIR: I have the honor to submit the accompanying report, dated the 18th instant, by Maj. T. H. Handbury, Corps of Engineers, of the results of a preliminary examination of entrance to Biscayne Bay, Florida, made to comply with the provisions of the river and harbor act of August 17, 1894.

Major Handbury is of the opinion "that the present and prospective commerce of this locality is worthy of the fostering care of the General Government, and that the entrance at Bear Cut is worthy of improvement, provided that on further investigation by surveys and borings to

be taken on its bar it does not appear that the cost will be excessive and out of proportion to the commerce to be benefited."

Col. William P. Craighill, Corps of Engineers, division engineer, states that the information now available leads him to report, in the words of the law, that this locality is worthy of improvement by the General Government, though the results of a survey, which is recommended, might lead to an opposite conclusion.

I concur in the views of Colonel Craighill.

Major Handbury estimates that a survey necessary for the preparation of plan of improvement, with estimates, will cost $1,500.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF ENTRANCE TO BISCAYNE BAY, FLORIDA.

UNITED STATES ENGINEER OFFICE,
St. Augustine, Fla., February 18, 1895.

GENERAL: I have the honor to submit the following report upon a preliminary examination made by me of the entrance to Biscayne Bay, Florida, authorized by the river and harbor act of August 17, 1894, and directed by your letter, August 20, 1894.

Biscayne Bay is located upon the east coast of Florida and near its southern extremity. It is about 36 miles in length, with an average width of 6 miles, and has an approximate area of 216 square miles. Over fully one-half of this area there is a low-water depth of 6 feet and less; over the remaining half the average is not above 10 feet. There are occasional holes where the water is 13 feet, and in the cuts which connect it with the ocean depths as high as 16 and 18 feet are to be found. The mean rise and fall of tide is 1 foot.

The west shore of the bay is coral rock, which rises in places to a height of from 6 to 10 feet above the water level. This rock extends back under the everglades, the eastern edge of which is about 6 miles from this shore of the bay. Several small streams that take their rise in the everglades empty into the bay. The most considerable of these is the Miami River, at the mouth of which old Fort Dallas was located. About 4 miles from the mouth of this river there is a rapid a quarter of a mile in length, on which the fall is about 4 feet. This seems to be the edge of the rim which holds the water of the everglades at its present level. By excavating through this the level of water would undoubtedly be lowered and much valuable land reclaimed. The east side of the bay is limited throughout its entire length by coral reefs that have risen from the ocean bed. The greater portion of these are above high water, have some soil upon them, and are covered with a thick growth of mangrove, saw palmetto, and other semitropical vegetation. These are commonly designated "keys." The balance that is not to this height is covered with sand, bare at low water. Through this reef there are several openings or "cuts," by means of which communication is had between the bay and the ocean. Outside of this line of keys at a distance of about 3 miles and running nearly parallel to it, there is a second line of detached coral rocks that are only just awash at high water. There are also numerous rocks of the

same character lying between the two reefs. In these waters lie what is known as Hawk Channel, an inside passage permitting a draft of about 12 feet from Cape Florida around to Key West. This is taken advantage of by light-draft vessels coasting along these shores.

Communication is had with Biscayne Bay by these boats through the passages just under Cape Florida—Bear Cut and Norris Cut. These may be considered as the "entrance to Biscayne Bay" contemplated by the act of Congress, and have been the subject of this preliminary examination.

Norris Cut is the most northerly of these entrances, and is the first to separate the keys from the mainland. It is about one-quarter of a mile in width, and has upon its bar at low water about 4 feet. I was told, by reliable persons well acquainted with these waters, that there is a reef under this bar with about 2 feet of sand upon it. This would make 6 feet the maximum depth that could be obtained without recourse to blasting. I had no means of ascertaining how wide this reef is. Within the cut, and in the shoal inside, there is a narrow channel about a mile in length, having a depth from 6 to 8 feet. The water then shoals up, and for the next 2 miles, going toward the interior of the bay, there is an average depth of about 3 feet. The mouth of the Miami River is directly opposite this cut. Near it there is a narrow channel in the bay having a depth of 7 feet. The best water to be found within the bay and a range of 3 miles from the mouth of the cut does not exceed 8 feet.

Bear Cut is 1½ miles to the southward of Norris Cut and separated from it by a low island, called Virginia Key. It it about one-half a mile in width and has upon its bar a low-water depth of 4 feet. I was told that there is a rock reef 8 feet below the low water on this bar, covered with about 4 feet of sand. Eight feet, then, is the limit of the depth that can be expected over this bar, without recourse to blasting. The width of the reef was not ascertained.

From the bar there is a narrow channel about 3 miles in length, leading into the bay. Through this, 10 feet could be carried with very little improvement of its present condition into the bay, where the same depth is found. If the difficulty at the bar were removed this would be a very accessible and desirable route for vessels passing between the bay and Hawk Channel.

About 4 miles to the southward of Bear Cut and at the lower end of Key Biscayne we find Cape Florida. Immediately below this point there are three narrow channels making in across the low sand flats that here cover the coral reef. Through these, depths of 10 and 12 feet can be carried into the bay to where there is the same depth; but in order to get into either one from the Hawk Channel a tortuous course over a shoal flat, having about 8 feet limit upon it, must be gone over. By this course the distance is about 9 miles. The most direct course would be about 4 miles, but over this there is a less depth of water. A small amount of dredging might give 11 feet over this course, but owing to the exposed location of the shoal and the attendant circumstances of light sands and prevailing storms it could not be expected that the dredged cut would maintain itself. Permanent works, such as training dikes or jetties, would be impracticable, as their cost would be out of proportion to the benefits to be derived from them.

My observation and study of the country bordering Biscayne Bay leads me to suppose that the bottom of the bay throughout its whole extent is a coral-rock formation, similar to that between its western shore and the everglades, not always level but containing depressions which are filled with sand. This being the case, the prospects for

improving much beyond their present depths any portion of the bay or either of the cuts leading into it are not very encouraging. A series of borings will be necessary to ascertain at what depth rock is to be found.

Of the three different entrances here considered, that at Bear Cut seems to offer the most encouraging prospects for improvement at a reasonable expense and to the advantage of commerce. It is doubtful if this can be so improved that vessels of the class now plying between Key West and other Gulf ports, and New York, can be induced to make Biscayne Bay a stopping point. There might, however, be established here a very considerable trade with the southern keys of Florida, the Bahamas, and other West India Islands, through the medium of light-draft vessels. This will require some improvement at this entrance and the extension of the east-coast railroad down to some point on the borders of the bay. By this means early vegetables and tropical and semitropical products of this region could be brought several days earlier to the markets of the North.

The winter climate of Biscayne Bay is mild and salubrious and can not be excelled by any to which our people resort for health-giving air and exercise during the winter months. The scenery is delightful, and the winds and waters fulfill all requisites for pleasure-sailing and light-draft vessels. As soon as better facilities are provided for reaching the locality, there is no doubt but it will become the most popular of our winter resorts, and the headquarters for pleasure cruisers from this country among the adjacent islands.

The country in the vicinity is as yet but sparsely populated. A few thriving settlements are growing up on the borders of the bay. The rich hummock land in the vicinity is being cleared of its dense natural growth and devoted to raising vegetables, which come to maturity and are shipped to the northern markets in midwinter. Bananas, cocoanuts, pineapples, oranges, limes, lemons, and the ordinary tropical fruits flourish here.

The export products from this region and the keys lying to the south are now sent in light-draft sailboats to Key West and from there shipped by steamer as Key West products to the North. This is the usual route of communication with the bay. There is a triweekly mail between Lemon City, on Biscayne Bay, and Lantana, at the lower end of Lake Worth. Distance, 60 miles. This mail is carried in a hack drawn by two mules, and two days are consumed in the journey each way. The Florida East Coast Canal Company are opening a canal 5 feet in depth, with 50 feet width, through the swamp lands which lie between Lake Worth and the head of Biscayne Bay. In a few weeks this will be open from Lake Worth as far as New River, a distance of 40 miles. The company expect to open the balance of the line during the coming year. When this is finished a large amount of excellent land will be drained, more convenient access will be had with the Biscayne Bay country, and a great impetus will be given to its development.

I am indebted to the Hon. F. S. Morse, of Miami, Fla., for the following statistical information relative to the commerce of Biscayne Bay and the adjoining keys:

Merchant vessels' tonnage coming in during 1894 aggregates 5,164 tons. This does not include the vessels chartered to take away the pineapple crop or vessels coming into the bay on account of weather or for wood and water, also a large fleet of yachts coming here during the winter months.

Actual tonnage of general merchandise brought in during 1894, with statistics at hand, amounts to 3,985 tons. There were shipped out from Biscayne Bay and the

keys during 1894 250,000 dozen pineapples, 5,000 crates pineapples, 50,000 peck crates tomatoes, 10,000 carrier crates tomatoes, 1,000 crates limes, 50,000 alligator hides, besides tropical fruits, cocoanuts, jellies, sponges, fish, etc., of which I have not had time to obtain statistics.

I have only included the commerce of those keys that would naturally use this harbor for their shipments of freight. The resources of this section are just beginning to be developed.

From the above facts, I conclude that the present and prospective commerce of this locality is worthy of the fostering care of the General Government, and that the entrance at Bear Cut is worthy of improvement, provided that on further investigation by surveys and borings to be taken on its bar it does not appear that the cost will be excessive and out of proportion to the commerce to be benefited.

For the purpose of making additional investigations, surveys, plans, and estimates of the cost of the work proper to be done, I estimate that the sum of $1,500 will be required.

Very respectfully, your obedient servant,

THOS. H. HANDBURY,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 23, 1895.

Respectfully submitted to the Chief of Engineers.

The information now available leads me to report, in the words of the law, that this locality is "worthy of improvement by the General Government," though the results of a survey, which is recommended, might lead to an opposite conclusion.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 344.

PRELIMINARY EXAMINATION OF THE TUALITON RIVER, OREGON.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Tualiton River, Oregon.

MARCH 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 28, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers dated February 26, 1895, together with a copy of a report from Maj. J. C. Post, Corps of Engineers, dated February 13, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Tualiton River to Hillsboro and to the head of navigation, Oregon.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 26, 1895.

SIR: I have the honor to submit the accompanying copy of report dated the 13th instant, by Maj. J. C. Post, Corps of Engineers, of the results of a preliminary examination of Tauliton River to Hillsboro and to the head of navigation, Oregon, made to comply with the provisions of the river and harbor act of August 17, 1894.

Major Post states that he does not deem this river worthy of improvement by the General Government, which opinion is concurred in by Col. G. H. Mendell, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF TUALITIN RIVER TO HILLSBORO, OREGON, AND TO THE HEAD OF NAVIGATION.

UNITED STATES ENGINEER OFFICE,
Portland, Oreg., February 13, 1895.

GENERAL: I have the honor to submit the following report of the preliminary examination of the "Tualiton River to Hillsboro and to the head of navigation," made in compliance with instructions contained in Department letter of August 20, 1894.

The Tualiton River rises in the Coast Range of mountains and, flowing in a southeasterly direction, empties into the Willamette River about 14 miles above Portland. It drains an area of about 550 square miles, which includes one of the best agricultural districts in Oregon, known as the Tualiton Plains. The river is subject to freshets in the early spring and the water sometimes rises 25 feet at Hillsboro, flooding a large portion of the surrounding country.

The examination was commenced at Gaston, the junction of the river, with what was formerly a shallow lake of considerable area and known as Wapato Lake. Half a mile below the lake a canal 1½ miles long has been opened by the property owners in the vicinity which straightens the river and drains the bed of the lake for agricultural purposes. The river flows in a tortuous channel throughout its length, and from the canal to Hillsboro, a distance of 16 miles, varies in width from 20 feet to 60 feet. From Hillsboro to the mouth, an additional distance of about 40 miles, the width increases to 200 feet. The channel is obstructed by snags and log jams, which were found in many places, two private dams, and rapids which extend from the second of the dams to the mouth of the river, a distance of 1½ miles.

The first of the dams, 14 feet in height, is located at Dilley, 2 miles below the canal, and was built by a flour-mill company for milling purposes. The second dam, 4 feet in height, was built by the Oswego Iron and Steel Company. Between Hillsboro and this dam, 38 miles, the channel is nowhere less than 3 feet in depth at low water, and in this portion of the river three small steamers, the largest being 60 feet long and 15 feet wide, with a draft of 2 feet, are operated by the steel company and used for towing logs, carrying freight, etc. In higher stages of water and when the river has been cleared of log jams the steamers have extended their trips to Cornelius, 8 miles above Hillsboro. Below the second dam the fall in the river at the rapids is about 30 feet to the Willamette River. These rapids are impassable for steamers, and any project contemplating the improvement of this river must include the construction of a canal and locks for passing them, if a navigable connection is made between the two rivers. The river is further obstructed by fourteen bridges which cross it at various points with single spans at heights varying from 10 feet to 30 feet above low water.

The commerce of the valley is computed to amount to 6,000 tons of produce annually, with a return commerce from Portland of about 3,000 tons, or a total of 9,000 tons. On account of the large expenditure required to improve this river, and the relatively small amount of commerce to be benefited, I do not deem this river worthy of improvement by the General Government.

Very respectfully, your obedient servant,

JAS. C. POST,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. G. H. Mendell, Corps of Engineers, Division Engineer, Pacific Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
San Francisco, Cal., February 18, 1895.

Respectfully forwarded to the Chief of Engineers.

For reasons herein given the Tualiton River is regarded as not worthy of improvement by the General Government.

G. H. MENDELL,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 345.

PRELIMINARY EXAMINATION OF MOUNT HOPE BAY AND HARBOR OF FALL RIVER, MASS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Mount Hope Bay and harbor of Fall River, Mass.

MARCH 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 27, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 26, 1895, together with a copy of a report from Capt. W. H. Bixby, Corps of Engineers, dated February 21, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Mount Hope Bay and harbor of Fall River, Mass.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 26, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated the 21st instant, by Capt. W. H. Bixby, Corps of Engineers, of the results of a preliminary examination of Mount Hope Bay and harbor of Fall River, Mass., made to comply with the provisions of the river and harbor act of August 17, 1894.

It is the opinion of Captain Bixby, concurred in by Col. H. L. Abbot, Corps of Engineers, division engineer, and by this office, that this locality is worthy of improvement by the General Government.

The cost of a survey necessary for the preparation of plan and estimate of cost of improvement is estimated to be $3,000.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF MOUNT HOPE BAY AND HARBOR OF FALL RIVER, MASS.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., February 21, 1895.

GENERAL: In accordance with the river and harbor act of August 17, 1894, and orders from your office dated August 20, 1894, I have the honor to submit a report, as follows, upon a preliminary examination of Mount Hope Bay and harbor of Fall River, Mass.

My opinions, as below stated, are based upon my own personal knowledge and careful study of this special locality, which has been visited by me in person several times during past years.

Mount Hope Bay (see Coast Survey chart No. 113) is the particular arm of Narragansett Bay which lies at the mouth of Taunton River. Fall River Harbor is at the upper end of Mount Hope Bay, and is the harbor of the city of Fall River.

The Taunton River has been under improvement by the General Government since 1870, and now allows vessels of 11 feet draft to at high water reach the city of Taunton, 44 miles above Fall River; and this river carries now an annual commerce of about 350,000 tons, or $4,600,000. All of this commerce must necessarily pass through Mount Hope Bay.

Fall River Harbor itself has also in the past, from 1874 to 1878, been under improvement by the General Government, by which it was provided with a channel of about 300 feet width and 12 feet depth at low water along the front of the city wharves. The anchorage ground in the river in front of the city carries about 25 feet depth at low water over a width of 1,000 feet and a length of 4 miles. In 1870 the city of Fall River had a population of only about 27,000; to-day it is the largest cotton manufacturing city in the United States, with a population of about 60,000, which is still rapidly increasing. Besides being a manufacturing town, Fall River is also a port of entry for foreign commerce and also the terminus of steamboat lines to New York and Philadelphia, and of railroad lines to Providence, Boston, and southern Massachusetts. As a consequence it carries a large commerce, which is each year increasing in value and tonnage, and is each year demanding accommodation for larger draft vessels. This commerce is roughly estimated at present at 3,000,000 tons, or $133,000,000, all of which must pass through Mount Hope Bay on its way to and from the ocean. The main items of this commerce are as follows:

Class of goods.	Exports.	Imports.	Totals.	Tonnage.
Cotton and products	.....	$6, 000, 000	$6, 000, 000	30, 000
Lumber and products	.....	600, 000	600, 000	30, 000
Coal and minerals	.....	3, 600, 000	3, 600, 000	90, 000
General merchandise	$60, 000, 000	62, 000, 000	122, 000, 000	1, 220, 000
Passengers (fares)	550, 000	550, 000	1, 100, 000	30, 000
Total	60, 550, 000	72, 750, 000	133, 300, 000	1, 400, 000

The vessels entering and leaving this waterway (each entrance and departure together being counted as one) are as follows:

Character or class of service.	Number.	Average draft.	Average tonnage.
Steam:		*Feet.*	
Freight and passenger	1,900	12	2,000
Pleasure boats	800	3	7
Barges: Coal tows	175	13	900
Sail:			
Freight	700	16	850
Pleasure, large	600	5	.....
Pleasure boats, small	5,000	2	.....

Mount Hope Bay itself, forming the harborage of Fall River, is an exceedingly well landlocked anchorage ground of over 8 square miles area, all of which carries at least 14 feet depth, and one-third of which carries over 25 feet depth at low water. For a short distance of about a mile in the upper part of this bay the channel depth diminishes to about 15 feet at low water, but elsewhere it is at least 25 feet deep for at least a quarter of a mile width. From the mouth of this bay to the ocean the channel depths are everywhere greater than 25 feet at low water.

To-day it appears desirable that the upper harbor of Fall River City and the short shoal portion of the upper Mount Hope Bay Channel should be deepened sufficiently to allow vessels that can at present enter the lower portions of Mount Hope Bay to proceed farther to the deep-water anchorage ground and to the upper harbor of the city of Fall River. This means a moderate amount of dredging to 25 feet depth at both places.

The steady growth of the cities of Fall River and Taunton and of their combined commerce, during recent years, and the fact that such commerce is mainly one with neighboring States (and therefore not merely a local one) seem to me excellent reasons for further improvement of this locality by the General Government.

I have therefore to state my opinion that, for the reasons above given, Mount Hope Bay and the harbor of Fall River, Mass., are worthy of improvement by the General Government.

A survey of the same, with the view of submitting plans and estimate of cost for such improvement, is estimated to cost $3,000.

Very respectfully, your obedient servant,

W. H. BIXBY,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. H. L. Abbot, Corps of Engineers, Division Engineer, Northeast Division.)

[First indorsement.]

NORTHEAST DIVISION ENGINEER OFFICE,
New York, February 23, 1895.

Respectfully forwarded to the Chief of Engineers, United States Army.

For the reasons stated, I concur with Captain Bixby in considering Mount Hope Bay and Fall River Harbor as worthy of improvement by the General Government.

HENRY L. ABBOT,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.,
Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 346.

SURVEY OF ST. JOHNS RIVER, FLORIDA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of St. Johns River, Florida.

MARCH 1, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, February 28, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 27, 1895, together with a copy of a report from Maj. T. H. Handbury, Corps of Engineers, dated February 18, 1895, of a survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of St. Johns River, Florida.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 27, 1895.

SIR: To comply with the requirements of the river and harbor act of August 17, 1894, which provides for a survey of St. Johns River, Florida, as follows:

Saint Johns River, Florida, from Jacksonville to the ocean. The Secretary of War is hereby directed to prepare and submit plans and estimates for continuing th work with a view to secure an increase of the depth of the channel to twenty-four feet.

I have the honor to submit the accompanying copy of report of Maj. T. H. Handbury, Corps of Engineers, dated the 18th instant, with four maps, upon the subject.

The plan submitted by Major Handbury contemplates the dredging of a channel 300 feet wide and 24 feet deep through the shoals, and the construction of training dikes in the river proper at the localities mentioned, at an estimated cost of $600,000; also, the extension of the present north and south jetties at the mouth, 1,500 feet and 500 feet, respectively, and the raising of these jetties throughout their entire lengths to the height of mean high water, to secure a depth of 24 feet over the bar, at an estimated cost of $1,509,750; in all, $2,109,750.

Col. Wm. P. Craighill, Corps of Engineers, division engineer, by indorsement of February 23, 1895, forwards the report recommended for approval, subject to such modifications in detail as experience in the progress of the work will almost surely show to be expedient or necessary for economical and successful results, and states that a strong guarantee of the prompt success would be the assured supply of money as rapidly as it can be judiciously used. He further states that the commercial interests involved amply justify such an expenditure of money as the estimates call for.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

SURVEY OF ST. JOHNS RIVER, FLORIDA, FROM JACKSONVILLE TO THE OCEAN.

UNITED STATES ENGINEER OFFICE,
St. Augustine, Fla., February 18, 1895.

GENERAL: The river and harbor act which became a law August 17, 1894, provides for plans and estimates being made for the further improvement of the St. Johns River, Florida, from the ocean to Jacksonville, in the following words:

> Saint Johns River from Jacksonville to the ocean. The Secretary of War is hereby directed to prepare and submit plans and estimates for continuing the work with a view to securing an increase of the depth of the channel to twenty-four feet.

This work having been assigned to me I have given the subject due consideration, and now have the honor to submit the following report thereon.

The improvement of navigation over the bar at the St. Johns River has been a subject for consideration from time to time by the Engineer Department since 1853. It was not, however, until 1879 that a well-digested and comprehensive plan for its permanent improvement was adopted. The following year an appropriation was made for commencing the work of improvement in accordance with the project proposed. Previous to that time only temporary relief had been attempted by dredging upon the bar, which work, of course, was soon obliterated by the action of storm waves.

In 1879 Gen. Q. A. Gillmore, Corps of Engineers, U. S. A., submitted a project for the improvement of the bar based upon the idea of concentrating the waters that flowed in and out of the mouth of the river, so as to increase their velocity to such an extent that a channel of the requisite depth for the vessels then sailing into the river would be formed. This was to be effected by two low-tide jetties extending out into the ocean from the shore upon the north and south sides of the

mouth of the river, for distances 9,400 feet and 6,800 feet, respectively. At the outer ends, which terminated at the 18-foot curve, they are 1,600 apart. These jetties are rock piled upon a mattress of brush. The estimated cost of this work was $1,306,400. Before the work was commenced the navigable depth upon the bar was 7 feet at mean low water. It was expected that the velocity induced would erode the sand and form a channel having a depth of at least 15 feet. This, with a 5-foot mean rise of tide upon the bar, it was thought would be sufficient for the draft of vessels that would go up the river.

The work has progressed slowly under the limited appropriations that have from time to time been made for it and is now practically finished. In the process of construction it has been found necessary to extend the north jetty 1,500 feet and the south jetty 3,900 feet farther than was originally intended. The first is raised to about an average height of mean low water. The inshore end is slightly above this level, and the outer end about 10 feet below. The average of the south jetty is somewhat above this level. A large quantity of the water which should be confined between the jetties to the end escapes over them; especially is this the case with the south jetty.

In consequence of the deterioration of the work resulting from frequent intervals of time when no funds were available for its prosecution, and other incidental expenses, the original estimate has been increased to $1,417,000, which amount has been appropriated and will be all expended probably by the early part of April, should there be favorable weather for carrying on the work.

The depth of water on the bar available for navigation varies in a short time as much as 3 feet, depending upon the strength and direction of the prevailing winds. A survey made the latter part of last October showed 14 feet at mean low water with a distance of only 150 feet between 15-foot curves outside and inside the bar; while a later one, made January 12, showed only 11 feet. This was after several days' continued northeasterly weather, which caused the sands in and about the entrance to be greatly disturbed, while the outgoing tides were not sufficiently contracted to maintain the greater depth.

When the permanent increase in the depth of water over the bar became an established fact, the necessity for an increase in the ruling depth to Jacksonville became at once apparent. This ruling depth, 12.5 feet, was found near Dames Point, 12.5 miles below Jacksonville. The mean rise and fall of tide at this point was 1.87 feet. At Jacksonville it was 1 foot.

In order that vessels might go up to Jacksonville drawing all the water that they could carry at high tide over the bar, it was determined to improve the shoal places in the river to a depth, at mean low water, of 18 feet. There were three localities where less than this depth was found, viz, near Dames Point, Cedar Creek, and Mile Point. The aggregate length of these shoal places was 4.5 miles. The project for the improvement was submitted in 1892 by the Engineer Department and approved by the Secretary of War. It contemplated effecting the improvement by means of training dikes and dredging. The estimated cost of the work was $324,000.

In view of the urgent commercial necessity for this improvement and of the past experience in awaiting appropriations by Congress for carrying out needed work of this character, the citizens of Duval County, Fla., obtained permission from the State legislature to issue bonds to the extent of $300,000, and with the approval of the Secretary of War did the necessary work at their own expense. The work was com-

pleted by them in May, 1894, at a cost of $305,206.25. Recent examinations show that the dredged cuts and deepened channels are maintaining themselves very well. There is now a navigable channel 18 feet or more in depth at mean low water throughout the whole distance from the mouth of the river to Jacksonville. As a result of this improvement and that of the channel over the bar at the mouth of the river, there has been a great increase in the tonnage of the vessels visiting the port of Jacksonville. These improvements, combined with the energy and enterprise of the citizens, have built up, from practically nothing, a sea commerce having a value of $15,000,000.

The results of the work are so great as to create a demand for a further deepening of the channel both in the river and across the bar. It is now proposed that a channel depth of 24 feet be obtained.

The detached surveys that have been made within recent years of portions of the river have been combined and made into one map covering the reach now under consideration. Where dredging has been done and works of improvement constructed sufficient surveys have recently been made to develop the changes that have occurred, and the whole river has been gone over sufficiently to verify the accuracy of the map for all present purposes. This map is herewith submitted. The St. Johns being a nonsediment-bearing stream, very few changes have taken place in its bed from natural causes within recent years. Where its regimen has been disturbed by artificial works changes are to be noted.

In the total distance of 25.5 miles between Jacksonville and the mouth of the river there is an aggregate length of 49,700 feet, or 9.4 miles, that has a channel depth of less than 24 feet. The shoal localities are as follows:

	Least depth.	Length.
	Feet.	*Feet.*
Arlington	21	2,650
Trout Creek	18	3,450
Dunn Creek	22	2,100
New Berlin	18	21,000
Fulton	19	7,000
Hannah Mill Creek	18	4,000
Mile Point	18	6,000
Mayport	19	3,500
Total	.....	49,700

To obtain a channel through these having a bottom width of 300 feet and a depth of 24 feet, the side slopes of the cuts being 1 on 5, will require the removal of an aggregate of 3,055,000 cubic yards of material. Experience and investigation have shown that this material will be sand.

The means adopted for the improvement of the river already effected have been so simple and successful that it does not seem necessary to look further or waste time and money experimenting with other methods. Experience has shown that dredged cuts, with very little aid from wing dikes to direct the water through them and increase its velocity, will maintain their depth and even increase it.

At Arlington, Trout Creek, Dunn Creek, Mile Point, and Mayport shoals it is proposed to dredge the channels to the requisite depth, and expected that without the aid of auxiliary structures they will maintain themselves. These shoals have existed in their present condition for many years. The proposed dredging will not alter this to any great extent,

except that by putting the material taken from the cut upon the shoal near by, but at such a distance as not to get back into it, the water in its passage will be more concentrated.

With the other localities, New Berlin, Fulton, and Hannah Mill Creek, the conditions are such that in addition to the dredging, training dikes will be necessary. In order that a volume of the ebb waters may pass through the channel lying between the training dike and Dames Point, sufficient to maintain this at the width and depth proposed, it will be necessary to extend the upper tangent of this dike for a distance of about 1,000 feet to close the gap between the lower end of the dike and the head of Alligator Island, and to close the opening across that island. The present dikes in this vicinity are built up to the level of mean low water only. These and the additional works proposed should be raised to the level of mean high water, which at this point is about 2 feet above the mean low.

Proceeding down the river, the dikes in the bend below Dames Point should be raised to the same height and the opening between the lower end of Long Island and the small island below should be closed with a dike.

In the bend at Hannah Mill Creek a submerged dike was built with its top about 8 feet below the water surface. This should be extended in a northwest direction 1,000 feet until it joins the island between Cedar Point Creek and Hannah Mill Creek, and built up to mean low water.

The dikes that it is proposed to construct are made by first placing a layer of fascines upon the bottom of the river, then place upon this a long pile of shell and cover the whole with rocks of sufficient size that they may not be carried away by the current of the water, as shown upon the drawings with this report. The dikes when finished will be 5 feet wide on top and have side slopes 1 on 1 down to the bottom.

The estimated amount of material required is as follows:

	Shell.	Stone.	Mattress.
Dames Point:	*Cub. yds.*	*Cub. yds.*	*Sq. yds.*
Completing present dike	6,700	13,300	.....
1,000 feet extension at upper end	6,450	12,800	6,700
1,000 feet extension to Alligator Island	6,150	12,300	6,700
Cut-off dike between Alligator and Vicks islands: Completing present dike	4,400	8,700	.....
Coon Point Dam between Vicks Island and Long Island: Completing present dike	3,800	7,500	.....
Long Island dike: New work, 1,200 feet	1,900	3,800	2,800
Hannah Mill Creek dike:			
Completing present dike	8,500	17,000	.....
1,000 feet extension at upper end to shore	4,500	8,700	6,000
Total	42,400	84,100	22,200

Assuming that the contract price of this material, in place, will be the same as that paid by the Duval County commissioners in their work, which appears to be reasonable, the estimate of the cost of the dike work necessary for the river improvement will be as follows:

42,400 cubic yards shell, at $1	$42,400
84,100 cubic yards stone, at $2.20	185,020
22,200 square yards mattress, at 50 cents	11,100
Total	238,520

The estimated quantity of sand to be removed between the mouth of the river and Jacksonville, in order to obtain a channel depth of 24 feet

at mean low water, is 3,055,000 cubic yards. Our experience in dredging material of this character, under circumstances similar to what pertains here, goes to show that an allowance of 10 cents per cubic yard would do the work and leave a reasonable profit to the contractor. This is of course under the supposition that funds are available during the continuance of the work for carrying it on in the most economical manner. If it is to be done under small biyearly appropriations the cost would not be less than twice and perhaps three times this amount.

The estimate for the river work will stand as follows:

River dikes	$238,520
Dredging	305,500
	544,020
Engineering and contingencies, about 10 per cent	55,980
Total	600,000

There are no special engineering difficulties involved in the solution of that part of our problem which relates to the river proper. It is merely a question of the economical expenditure in proper methods at certain points of a certain amount of money. There is nothing uncertain as to the results that will be obtained or the methods that should be followed in doing the work. It is only when we approach the bar that we become involved in intricate and variable conditions difficult to understand, which make it impossible to predict with precision what will be the result of any particular method that we may adopt for the improvement of its navigation. The want of exact data, often unattainable, makes it exceedingly difficult to apply any of the ordinary mathematical processes or formulas to the solution of problems of this character. In the application of these too many things have to be supposed or assumed to warrant an implicit reliance in the deductions or conclusions arrived at. With the most complete data attainable they serve, only in a general way, to indicate what may be expected as a result from certain changes of existing conditions, and in what general direction our efforts for improvement should be exerted. All works for the improvement of any bar at the mouth of a river emptying into an ocean must be more or less tentative in their character. The existing conditions must first be ascertained as nearly as practicable. This can best be done by a study of maps and surveys of the locality made at different times. The works for the improvement may then be commenced, and as these progress a careful study should be made of the results obtained and modifications and extensions made accordingly.

Before the work for the permanent improvement of this bar was begun considerable time was spent in collecting physical data relative to the river, which was carefully discussed in the light of mathematical science and formula, and after a lapse of fourteen years, when the present works were well advanced toward completion, practically the same ground, with some extension, was gone over again. After a careful study of the reports and discussions made upon this data, I am unable to see wherein the works erected for the improvement of the bar have had the slightest influence upon the river above Mayport, near its mouth, or upon the amount of water flowing in and out, or upon the ranges of the tides above the gauge at that place. The conclusion drawn from these discussions as to what would result from giving the jetties certain lengths and heights have not been fully verified by the actual construction of them. The collation of this physical data and its discussion have, however, been of very great value in the practical work of the improvement.

While there has been no change in the river above its mouth that can be attributed to the works constructed for the improvement of the bar, there have been very great and beneficial changes in that locality. At the time of the commencement of the work there was a wide expanse of shoal water in front of the mouth of the river. The most practicable channel through this had a minimum depth at low water of 6 feet. The shoalest place had a width of about 500 feet. The distance between the 12-foot curves outside and inside the bar was 2,500 feet, and between the 18-foot curves 4,000 feet. The curves of 18 feet and deeper outside the bar had a general direction parallel to the shore, with a slight convexity seaward, opposite the mouth of the river. At the present time the 18 and 24 foot curves are sharply convex at the end of the jetties, and, in consequence of the sand moving out from between these, the curves show an advance of 1,000 feet since the work commenced. It is roughly estimated that since that time 5,700,000 cubic yards of sand have been removed from the area between the jetties out to the points at which it was originally intended that they should terminate. This does not include what may have come into this area over the north jetty and been washed out. About 2,000,000 cubic yards of this sand have been deposited between the extended jetties, the balance in the immediate vicinity of their front, causing the advance of the curves as before mentioned. Since 1889 the advance of the 18, 24, and 30 foot outer curves has been about 400 feet.

The frequent surveys that are being made show that this sand is gradually being pushed out to sea with the completion of the jetties, while the advance of these curves is becoming proportionately less. As the jetties are built up and the water becomes more confined the corresponding curves on the inside advance more rapidly. The distance between the 18-foot curves is now about 1,000 feet, and between the 24-foot curves 4,000 feet. The gain of the 18-foot curve in consequence of the work thus far done has therefore been 3,000 feet, and the gain in channel depth has been from 6 feet to practically 14 feet, for the 11-foot channel soundings found during the last survey may be regarded as only temporary, resulting from abnormal adverse conditions of the weather. By removing 500,000 cubic yards of the sand that now lies between the outer ends of the jetties, if the cut could be maintained without being filled in by the next storm, a 24-foot channel 300 feet wide, with a width of 600 feet, having nowhere less than 18 feet, could be formed. If this removal were effected by dredging it is exceedingly doubtful if, with the jetties in their present condition, the channel would maintain itself. During stormy weather the ocean waves roll in here with nothing to break their full force until they reach the sands of the beach. The prevailing storms are from the northeast, and produce a littoral movement of the sands to the southward. The heavy breakers that roll in between the jetties at these times produce so great a movement of the sand that all results of dredging are soon obliterated. The only definite and permanent improvement that seems to offer hopes of success lies in the extension and raising of the jetties.

Examining the longitudinal profiles of the two jetties shown upon one of the drawings that accompany this report, it will be observed that the top of the north jetty at its outer end is about 10 feet below mean low water, and that it does not reach this reference plane until we go back about 2,400 feet. The top of the south jetty at the end is on the bottom in a depth of 20 feet; it slopes up to mean low-water level at a distance of 1,200 feet back. Over these two low places a large quantity of the tidal waters flows, which if concentrated would

produce a considerable effect upon the shoal bar between the jetties at this point. The area of the two to the mean low-water line is about 24,000 square feet, which is nearly equal to the area of a cross section between the jetties taken near the end of the 24-foot curve.

The tidal observations that have been taken in the vicinity show that the ebb current commences about two hours after high water. At this time the water has fallen 1.25 feet. It continues about six and three-fourths hours. The flood current commences about two and one-half hours after low water. At this time the water has risen 1.5 feet. It continues about five and three-fourths hours. The mean rise and fall of tide at Mayport is 4.3 feet; at the jetties it is 5.25 feet. From this it is safe to conclude that if the two jetties be built up to the level of mean high tide they will produce the maximum eroding effect upon the bar to be obtained from the water filling and emptying the basin above.

The investigations that have been made show that there is an approximate average ebb-tide discharge at Mayport of 1,800,000,000 cubic feet and a flood-tide inflow of 1,200,000,000 cubic feet.

If it be assumed that the rectified channel between the jetties be a segment of a circle with a chord 1,600 feet and versine 25 feet, there will be in this a channel 300 feet wide having a depth of 24 feet at mean low water. The area of such a segment will be 27,860 square feet. To get the area at the time the ebb current commences to flow 6,400 feet should be added to this, which would make the area at that stage 34,260 square feet. The mean area of discharge will then be 31,060 square feet. Assuming the tide is running ebb six hours and forty-five minutes, the average mean velocity of discharge will be 2.38 feet per second. The maximum mid-channel velocity will be 5.28 feet per second, or 4 miles per hour, which is not excessive nor will it endanger the jetty. At Mayport, where we find the narrowest place in the river between the mouth and Jacksonville, the width is 1,700 feet and the mean area of profile 35,000 square feet. The channel depth is 23 feet at mean low water. The average velocity with which the current flows through this section is 2.2 feet per second. The maximum midchannel velocity would therefore be about 5 feet per second.

From these data and method of reasoning it plainly appears that if the jetties be raised throughout their entire lengths, to the level of mean high water, and all the flood and ebb waters be made to pass between them during their periods of effective flow, no undue obstruction will be offered to ingoing tides, and it may be expected that the resultant of the currents will produce and maintain a channel depth of 24 feet, at least as far out as to the present end of the north jetty. To insure that this depth may be carried to the deep water outside it will be necessary to extend this jetty at this height in a direct line about 1,500 feet farther, which will bring it to the outside 24-foot curve. The south jetty should likewise be extended 500 feet, which will bring it out to the 30-foot curve.

For the purposes of estimate, cross sections of the jetties, as it is proposed to finish them, are shown upon the drawings accompanying this report. Results obtained during the process of construction may indicate modifications that can be made to advantage.

The estimated quantities of material that will be required are as follows:

Raising south jetty to mean high water, first-class rock	tons..	110,000
Extending same 500 feet:		
Mattress	square yards..	8,000
Second-class rock	tons..	75,000
First-class rock	do...	16,000

North jetty, completing, first-class rock	tons..	70,000
Extending same 1,500 feet:		
Mattress	square yards..	20,000
First-class stone	tons..	35,000
Second-class rock	do..	115,000

The first-class rock for the upper portions of the jetties should be large, heavy pieces, weighing from 2 tons upward; more than one-half should weigh over 4 tons. Those used upon the outer ends should be especially massive to resist heavy wave action. Those upon the top surface should be carefully placed and made as smooth a surface as practicable, so that they may not be disturbed. The second-class rock may be inferior quality, weighing from 50 pounds to 2 tons.

If funds are made available for prosecuting this work in an economical manner, it is believed that the cost of material in place may be estimated somewhat less than the present contract prices, and still leave a reasonable margin of profit for the contractor who undertakes the work.

The following estimate of the cost of this work is submitted:

South jetty, raising, first-class rock; 110,000 tons at $4	$440,000
Extending same 500 feet—	
Mattress; 8,000 square yards at 75 cents	6,000
75,000 tons rock at $2.25	168,750
16,000 tons rock at $4	64,000
	678,750
North jetty, raising, first-class rock; 70,000 tons at $4	280,000
Extending same 1,500 feet—	
Mattress; 20,000 square yards at 75 cents	15,000
115,000 tons rock at $2.25	258,750
35,000 tons rock at $4	140,000
	693,750
Total for both jetties	1,372,500
Add 10 per cent engineering and contingencies	137,250
Total	1,509,750

In the prosecution of this work it is advisable that the two jetties be raised to their required heights as soon as practicable, commencing at their outer ends and working inward. Although there does not seem to be any doubt but the present project, now drawing to completion, will secure 15 feet over the bar as contemplated. It is not altogether certain that it will maintain that depth during all conditions of weather. In order that this may become an assured fact, and that the growth of the commerce of the river may not be checked in its present prosperous career, it is advisable that the south jetty, at least, be built up at once to the height proposed in the new project. The work should commence at the outer end and be carried back as rapidly as practicable.

The estimate herein submitted for the improvement of the river, so as to give a good navigable channel having 24 feet depth from Jacksonville to the ocean, is as follows:

For improving river	$600,000
For improving bar	1,509,750
Total	2,109,750

In the preparation of this report I have been greatly assisted by the labors of Lieut. A. M. D'Armit, Corps of Engineers, U. S. A., whose valuable report to me upon the subject is submitted herewith.

Very respectfully, your obedient servant,

THOS. H. HANDBURY,
Major, Corps of Engineers.

Brig. Gen. THOS. L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 23, 1895.

Respectfully submitted to the Chief of Engineers and recommended for approval, subject to such modifications in detail as experience in the progress of the work will almost surely show to be expedient or necessary for economical and successful results.

The conditions for success are good so far as the river itself is concerned, and the same is true of the more difficult problem, the treatment of the bar at its mouth. Experience, which is a great teacher, has been already freely had with this locality. A strong guarantee of the prompt success would be the assured supply of money as rapidly as it can be judiciously used. This is also true economy.

The commercial interests involved amply justify such an expenditure of money as the estimates call for.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

REPORT OF LIEUT. A. M. D'ARMIT, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,
St. Augustine, Fla., January 30, 1895.

MAJOR: In compliance with your instructions, I have the honor to submit the following estimate of the cost of obtaining a channel 24 feet in depth between Jacksonville and the ocean.

HISTORY OF THE IMPROVEMENT.

The improvement of the St. Johns River was first undertaken in accordance with a project submitted by Gen. Q. A. Gillmore June 30, 1879. At that time the bar at the mouth of the river was crossed by shifting channels carrying about 7 feet of water at low tide with a tidal rise of 5.2 feet. With a view to obtaining a permanent channel, 15 feet in depth at mean low water, General Gillmore's project is chiefly concerned with the construction of jetties across the bar which were estimated to cost $1,306,409. The existence of a defective reach in the river at Dames Point was recognized, and as a preliminary estimate the expenditure of a further sum of $120,000 was calculated to be necessary for its improvement.

Work on the jetties under General Gillmore's project was begun in 1880 and prosecuted until 1888. In his annual report for that year, Captain Black, the officer then in charge, stated that the depth on the bar was greater than that available in the river. He therefore recommended that future appropriations for the work be made "for improving St. Johns River between Jacksonville and the ocean." In the act of August 11, 1888, Congress adopted this wording and appropriated $175,000 under this title.

A careful hydrographic survey of the river in the vicinity of Dames Point was begun January 11, 1889, by a party in charge of Asst. Engineer J. H. Bacon, and was finished May 4, 1889. As a preliminary estimate, Captain Black fixed upon $175,000 as the cost of the improvement.

Upon working up the results of the survey three routes for a 15-foot channel were found to be feasible. In his report for 1891, Captain Black enumerates them, as follows:

Ship channel, estimated cost	$825,000
Mill Cove channel, estimated cost	290,000
Dames Point channel, estimated cost	205,000

The third route was recommended for adoption, and on June 11, 1891, a detailed project was approved for the improvement of this channel to the depth of 15 feet at mean low water.

One of the chief reasons for adopting this route was that it gave every facility for an extension of the work, and in addition to the estimate for a 15-foot channel Captain Black submitted estimates for 18-foot and 20-foot channels. Each of these was to be 200 feet wide.

15-foot channel, 182,000 cubic yards	$205,000
18-foot channel, 560,000 cubic yards	325,000
20-foot channel, 1,035,000 cubic yards	460,000

The estimated length of training walls and shore protection was the same in each case.

Appropriations for the improvement being delayed and the Government being occupied with the work at the mouth of the river, Duval County, in 1891, voted to bond the county for $300,000, the proceeds to be used in improving the river between Jacksonville and Mayport. The work was to be done according to plans approved by the Chief of Engineers and under the supervision of the engineer officer in charge of the district, the United States otherwise, however, assuming no responsibility whatever in the matter.

On January 13, 1892, Major Mallery, then in charge of the district, submitted a project for a channel 18 feet deep at mean low water and 200 feet wide, which was approved March 30, 1892.

During the years 1892, 1893, and 1894 the work was completed in accordance with this project, and June 30, 1894, Mr. Bacon, engineer in charge of the Duval County work, reported an available 18-foot channel between Jacksonville and the bar, with the cuts and protective works in a permanent condition.

About this time, although the work on the jetties under General Gillmore's project was not entirely completed, a depth on the bar at low water of 13 feet was secured, which, with the tidal rise, permitted vessels drawing 18 feet to make an uninterrupted passage from the bar to Jacksonville.

The river and harbor bill of 1894 calls for an estimate for a 24-foot channel from Jacksonville to the ocean, which brings the history of the work up to the present time.

COST OF IMPROVEMENT.

General Gillmore's original estimate for the jetties was $1,306,409. Owing to the deterioration of the work caused by the lack of funds to properly prosecute it, this estimate was increased to $1,417,000, which amount has been appropriated, and will probably be entirely expended by March, 1895.

The original estimate for the river work was $120,000. Captain Black's detailed estimate for a 15-foot channel was $205,000. Major Mallery's estimate for an 18-foot channel was $324,201. Thus considering the river as a whole the original estimate for a 15-foot channel from Jacksonville to the ocean was $1,426,409, and for 15 feet over the bar and 18 feet in the river, $1,630,610. This latter channel is practically completed at a cost in round numbers of $1,717,000, an increase of less than $87,000, or 5 per cent over the original estimates.

COMPARATIVE RESULTS.

The condition of the river prior to beginning the work of improvement was reported as follows, dividing the river into four reaches:

1. Jacksonville to Dames Point: Length, 12.4 miles; mimimum mid-channel depth, 20 feet; range of tide, 1.2 feet.
2. Dames Point to Beacon No. 1: Length, 7.5 miles; minimum mid-channnel depth, 12.5 feet; aggregate length of channels less than 15 feet deep, 1.3 miles; average width of these channels between 9-foot contours, 850 feet; range of tide, 2.15 feet.
3. Beacon No. 1 to mouth: Length, 5 miles; minimum mid-channel depth, 15 feet; length of defective reach, 1 mile; depth in remainder of reach, 20 feet; range of tide, 3.41 feet.
4. Mouth to outer bar: Length, 2.5 miles; crossed by shifting channels, 2.1 to 2.5 miles long, with a mean low-water depth of 5 to 7 feet; range of tide, 5.2 feet.

In 1890, after ten years' work, the condition of the work as shown by the most accurate surveys was as follows:

1. Jacksonville to Dames Point: Total distance, 12.25 miles; average channel width between 15-foot contours, 1,250 feet; minimum channel width, 500 feet; minimum mid-channel depth, 20 feet.

2. Dames Point to Beacon No. 1: Total distance, 8.5 miles; total length of defective channels, 2 miles.

3. Beacon No. 1 to mouth: Total distance, 5 miles; average width between 15-foot contours, 870 feet; minimum width between 15-foot contours, 400 feet; minimum mid-channel depth (except at one place) 20 feet; depth at excepted place (one-half mile long) 15 feet.

4. Mouth to outer bar: Total distance, 2.8 miles. Length between outer and inner 12-foot bar contours (south channel), 300 feet; depth on bar, 11 feet, scant.

On June 30, 1894, the condition of the river was as follows:

1. Jacksonville to Dames Point: No change.

2. Dames Point to Beacon No. 1: No change in regimen of river. A dredged cut with suitable training walls and 18 feet deep at mean low water, and 200 feet wide, had been made through the defective reaches.

3. Beacon No. 1 to mouth: No change except the continuation of the above cut through the defective reaches.

4. Mouth to outer bar: Depth on bar, 11 feet; distance between 12-foot bar contours, 200 feet; between 15-foot contours, 1,050 feet.

EXAMINATION FOR PROJECT.

Working under an allotment of $700, a map of the river from Jacksonville to the ocean has been prepared in accordance with all available data; the defective reaches of the river proper have been examined; the condition of the dredged cuts and training walls investigated, and a survey of the bar made. As a result of this study the condition of the river is found to be as follows:

Beginning abreast of Jacksonville a depth of 65 feet is found. Following the line of deep water for 14,700 feet we reach a shoal in front of Arlington River. This shoal is 2,650 feet long, with a least depth of 21 feet at low water. Below this shoal for a distance of 20,700 feet a channel of ample width and depth exists. At the end of this reach is found a shoal in front of Trout Creek. A narrow channel carrying 20 feet is found around this shoal, but the distance in a straight line between 24-foot contours is 3,450 feet, with an average depth of 19 feet. The next reach is 18,200 feet long, and has ample depth and width to a shoal in front of Dunns Creek. This shoal is 2,100 feet long, with a least depth of 22 feet. From the lower end of this shoal to the tip of the 24-foot contours above Dames Point is 5,600 feet.

From Jacksonville to this point no change has been observed in the river for many years, and all indications point to the existence of a permanent channel. A casual examination was made and no variation found from the Coast Survey charts.

Below this point the work of improvement carried out by Duval County has materially changed the channel conditions, and a more careful examination was made.

From the tip of the 24-foot contour in front of Dames Point for a distance of 21,000 feet a dredged cut has been made, excepting directly in front of New Berlin, where a deep pocket has always existed. Cross sections, both transverse and longitudinal, were made with the result that the cut is shown to have more than held its own. A clear channel 18 feet deep and very nearly 200 feet wide exists through the entire reach, and in many places 20 and even 21 feet of water is found. Below the end of Browns Creek cut a deep pocket 3,000 feet long is found. Thence to Fulton, a distance of 7,000 feet, is a shoal with a least depth of 19 feet. Then a deep pocket 7,000 feet long to Hannah Mill Creek. Here a shoal 4,000 feet long exists through which a cut 18 feet deep has been dredged. This cut is in about the same condition as the New Berlin cuts and has a channel width of nearly 200 feet and a least depth of 18 feet scant at one place.

Below the cut is a pocket 4,600 feet long. Then another shoal 6,000 feet long, through a part of which a cut has been made, making an available channel 18 feet deep and 200 feet wide through the entire reach.

Below this shoal comes a pocket 3,400 feet long; then a shoal 3,000 feet long with a least depth of 19 feet; then the pocket of the gorge in front of Mayport 7,700 feet long. Below this point the jetties begin, and this portion of the problem is neglected for the present.

Summarizing the above results we find that in a total channel distance of 134,600 feet, or 25.5 miles from Jacksonville to the mouth, an ample 24-foot channel already exists with a total length of 84,900 feet, or 16.1 miles, leaving shoal reaches aggregating 49,700 feet or 9.4 miles in length, divided as follows:

	Feet.
Arlington River shoal; least depth, 21 feet	2,650
Trout Creek shoal; least depth, 18 feet	3,450
Dunns Creek shoal; least depth, 22 feet	2,100
New Berlin shoals; least depth, 18 feet	21,000
Fulton shoal; least depth, 19 feet	7,000
Hannah Mill Creek shoal; least depth, 18 feet	4,000
Mile Point shoal; least depth, 18 feet	6,000
Mayport shoal; least depth, 19 feet	3,500
Total	49,700

To obtain a channel 300 feet wide and 24 feet deep will require the removal of material to the following amounts:

	Cubic yards.
Arlington River shoal	50,000
Trout Creek shoal	210,000
Dunns Creek shoal	45,000
New Berlin shoals	1,465,000
Fulton shoal	335,000
Hannah Mill Creek shoal	300,000
Mile Point shoal	440,000
Mayport shoal	210,000
Total	3,055,000

Returning now to the bar the condition of affairs as shown by a special survey is as follows:

The 15-foot curve has advanced over 400 feet since October 27, 1894, and, although a straight channel 15 feet deep does not exist, the indications are that, if no heavy storms occur, the curve will break through the bar. The outside 24-foot curve remains unchanged.

COMMERCIAL STATISTICS AND FINANCIAL ASPECT OF THE IMPROVEMENT.

The following table showing the growth of the commerce of Jacksonville has been furnished through the courtesy of Mr. Charles H. Smith, secretary Jacksonville Board of Trade.

Comparative table of commerce.

Year.	Entered and cleared.	Vessels.		Tonnage.	Average per vessel.	Estimated value.
		Steam.	Sail.			
1870..	Entrances	238	248	318,882.21	338	$1,698,800
	Clearances	241	245			
1871..	Entrances	170	269	270,984.34	322.6	
	Clearances	165	236			
1872..	Entrances	87	316	249,640.02	292	
	Clearances	86	366			
1873..	Entrances	96	368	283,845.33	289	
	Clearances	97	420			
1874..	Entrances	87	309	250,995.82	303	
	Clearances	89	344			
1875..	Entrances	82	212	203,582.84	342	
	Clearances	81	221			
1876..	Entrances	79	191	182,697.61	336	Not obtainable.
	Clearances	75	199			
1877..	Entrances	85	165	181,761.56	369	
	Clearances	78	165			
1878..	Entrances	80	184	196,592.90	357	
	Clearances	84	202			
1879..	Entrances	137	238	376,142.21	491	
	Clearances	140	251			
1880..	Entrances	112	264	337,448.00	429	
	Clearances	107	303			
1881..	Entrances	90	347	311,241.00	348	
	Clearances	84	373			
1882..	Entrances	49	360	248,411.00	300	3,448,130
	Clearances	45	372			
1883..	Entrances	14	298	147,678.00	245	
	Clearances	12	280			
1884..	Entrances	97	247	215,845.00	328	Not obtainable.
	Clearances	91	222			
1885..	Entrances	120	257	237,361.00	331	
	Clearances	122	218			
1886..	Entrances	130	203	252,394.00	368	
	Clearances	134	220			

Comparative table of commerce—Continued.

Year.	Entered and cleared.	Vessels.		Tonnage.	Average per vessel.	Estimated value.
		Steam.	Sail.			
1887..	Entrances	80	189	318,646.00	568	$3,941,476
	Clearances	84	208			
1888..	Entrances	55	109	292,894.00	619	3,500,000
	Clearances	91	218			
1889..	Entrances	119	213	493,039.00	609	4,574,904
	Clearances	124	156			
1890..	Entrances	150	163	619,789.73	981	6,186,655
	Clearances	152	167			
1891..	Entrances	164	188	713,863.50	1,036	12,498,626
	Clearances	163	174			
1892..	Entrances	192	171	722,871.07	1,036	13,968,362
	Clearances	182	153			
1893..	Entrances	193	153	659,884.39	969	14,180,000
	Clearances	185	150			
1894..	Entrances	206	158	722,231.10	1,061	15,000,000
	Clearances	200	117			

"The foregoing table is compiled chiefly from the custom-house records, and is nearly correct as to vessels and tonnage. The record of exports has not been carefully or regularly kept, as vessel owners and agents do not report their cargoes fully; hence it is impossible to obtain accurate information. Approximate estimates have therefore been made, based upon such data as could be obtained. One thing, however, is clearly shown, that the number and tonnage of vessels frequenting this port has steadily increased. In 1870 the average tonnage was only 338 per vessel, including steamers. The sailing vessels averaged less than 200 tons, and a schooner of 250 tons was a rare visitor. In 1894 the average tonnage shown is 1,061, and sailing vessels of 450 tons or more are now common. Since the deepening of the river channel to 18 feet at mean low water, by the expenditure of $300,000 by Duval County, the river commerce has increased fully one-third, and vessels drawing 16 feet 8 inches can come and go without even scraping bottom."

The above table and accompanying remarks by Mr. Smith speak for themselves, and nothing more than the dry statistics is needed to show the wonderful effect the work of improvement on the St. Johns River has had in building up a trade of practically nothing to $15,000,000 a year. During the progress of the work for fifteen years the average annual expenditure has been $114,467, a sum amounting to less than 2 per cent of the average commerce of the port during the same period, and to less than 3 per cent of the increase in trade directly attributable to the work of improvement. The commerce of the port may now be considered as not less than $15,000,000 per year. A tax of 2 per cent a year on this sum extended over ten years would give the sum of $3,000,000 to be expended upon further work. Or a tax of but 1 per cent would pay 5 per cent interest on a $3,000,000 investment. Considering, therefore, the actual and prospective commerce of the port, it is clear that $3,000,000 is a small sum to invest in such a work.

PLANS AND ESTIMATES.

Any project having for its object the formation of a deep-water channel from the ocean to the port of Jacksonville must first deal with the serious problem of securing the required depth over the bar. The improvement of the river proper is a matter of minor importance and a problem in which all the elements may be considered as fixed and known. It is simply a case for an economic expenditure of a certain sum of money, and its solution is entirely dependent upon the results obtained at the bar. There we are confronted by the fact that nearly one and a half millions of dollars have been expended during a period of fifteen years to obtain an increase of but 8 feet over the original depth while the present plan is to obtain an additional 9 feet in depth at a reasonable cost. The jetties have been extended fully two miles from shore, and nearly all future work must be prosecuted in what is practically the open sea with an exposure that is about the maximum possible. Under such conditions any plan must necessarily contemplate a heavy expenditure and a degree of uncertainty as to methods of procedure. The improvement to the required depth is a possibility and worthy of being attempted, but involves many factors which can not be reduced to hard and fast laws.

The utmost latitude in construction must be allowed in order to adapt the work as it progresses to the varying conditions which may obtain. On the other hand, the work should be undertaken under a comprehensive plan, with ample funds available to push it to completion and take advantage of all favorable circumstances and improved methods. It is believed that a project looking toward the securing of a

depth of 20 feet at mean low water must be identical with one having for its ultimate object 24 feet in depth. The tidal rise at the bar at the lowest tides is not less than 4 feet, so that were 20 feet at mean low water secured and the river proper deepened to 24 feet a channel 24 feet deep from Jacksonville to the ocean would result, which is all that the law contemplates. To obtain 20 feet at mean low water, however, will demand works of such a character that an ultimate depth of 24 feet will be very likely to result. In view of these facts and limitations, this project is submitted with the idea of securing a channel across the bar with a mean low-water depth of 24 feet, but the fact is recognized that natural conditions may require the work to be suspended when a depth of 20 feet at mean low water is secured.

One of the fundamental principles that have governed in the works of improvement on the St. Johns River is that the ingress of tidal water must not be checked. While recognizing the importance of regarding this principle at the inception of a work of this character, it is believed that the results so far secured will permit a different view to be taken. The river was gauged in 1878 and 1892 by Mr. Daubeney and Mr. Gieseler, respectively. While it is to be regretted that the work of the latter could not be supplemented and checked by a line of precise levels from Mayport to the head of tidal action, it can not be doubted that with the data available he has procured results entitled to a high degree of confidence. These results give three conclusions believed to be sound. First, that due to the works of improvement the tidal flow has been diminished about 13 or 14 per cent. Second, that the tidal range has not been appreciably changed. Third, that the rapid diminution of range above Mill Cove Point is due to the throttling of the river below that point and its undue expansion above. Consequently, were the tidal flow entirely checked at Dames Point it is hard to see what disadvantage would result. The St. Johns is essentially a nonsilt-bearing stream, and the only shoaling to be feared is that caused by erosion at one point and deposition of the eroded material at another. Years of observation have shown this action to be almost insignificant, and any reduction of it can occasion no harm nor can it deprive us of the aid of any useful agent. The range of tide at Jacksonville is .94 and at Dames 1.76. Hence, a stoppage of the tidal flow would actually raise the plane of reference .47 feet at Jacksonville and .88 feet at Dames Point. Below Dames Point the conditions would not be radically changed, particularly if the amount of tidal flow were diminished.

It appears, therefore, that the chief advantage to be derived from an unrestricted tidal ingress is the passage of a great volume of water across the bar on the ebb tide to produce scour. But the scouring effect is due not to volume, but to velocity. With the conditions now obtaining and under the most favorable circumstances the ebb flow has been able to scour no deeper than 15 feet. Even this depth is lessened as a result of every storm. What the bar needs, then, is increased scour and protection from storm action. Increased scour can only be created by increased velocity, in its turn to be created only by a restriction of the entrance, since any appreciable increase in the size of the tidal prism is impracticable. The results of partial restriction produced by closing the sailing gap and raising the south jetty to about the high-water line have already been shown to be decidedly favorable.

Since only a small amount of spill can be prevented by carefully completing the south jetty to high water to its outer end where it now meets the 24-foot contour, it follows that the only way to restrict the entrance is to raise and extend the north jetty.

In order to show the changes resulting from the extension of the south jetty under the present contract, attention is invited to the following tabulated statement of the results of surveys made nearly every month for about two years.

Comparative results of surveys.

Date.	Length of south jetty.	Tip of 24-foot curve in prolongation of—		Location of 15-foot curve.	Advance of south jetty 24-foot curve.	Advance of 15-foot curve.	Angle of general trend of 24-foot curve, north of north jetty.	Angle of chord of 24-foot contour.	Remarks.
		South jetty.	North jetty.						
1893.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	°	°	
Feb. 21	9,285	10,400	12,040	8,900	.....	.....	64	67	Beginning of work.
May 31	10,000	10,410	12,025	9,000	10	100	58	64	Mattress courses laid.
Aug. 7	10,325	10,485	12,180	9,125	85	225	60	66	
Sept. 22	10,325	10,600	12,150	9,275	200	375	58	62	Violent storm.
Oct. 26	10,325	10,650	12,120	9,500	250	600	53	61	
Nov. 18	10,325	10,630	12,200	9,415	230	515	61	61	
Dec. 18	10,325	10,660	12,060	9,250	260	350	(?)	61	
1894.									
Jan. 5	10,325	10,685	12,190	9,320	285	420	57	62	
Jan. 17	10,325	10,700	12,250	9,500	300	600	56	64	
Feb. 20	10,545	10,715	12,220	9,500	315	600	53	62	Jetty raised at end.
Mar. 9	10,545	10,750	12,220	9,350	350	460	54	61	
Apr. 2	10,725	10,690	12,100	9,550	290	650	50	59	
Apr. 25	10,725	10,690	12,120	9,700	290	800	50	60	
May 25	10,725	10,690	12,150	9,700	290	800	48	61	
Aug. 27	10,725	10,690	12,200	10,000	290	1,100	40	62	Gap closed.
Oct. 27	10,725	10,960	12,250	9,700	560	800	39	56	Violent storm.
1895.									
Jan. 12	10,725	10,960	12,300	10,130	560	1,230	40	57	

The indications of this table are clearly that the advance of the foreshore is checked and that the angle made by the chord of the 24-foot contour with the axes of the jetties is fixed. Evidently, then, if the existing conditions can be maintained, any further considerable extension of the south jetty is not needed. The adopted width of entrance, 1,600 feet, is shown to be somewhat too great for an available channel depth of 15 feet, and is manifestly too great for a channel depth of 24 feet. Hence, the first thing to do is to reduce the width of entrance. With suitable protection 1,000 feet is assumed to be an ample width, and is greater than that of many of the great harbors of the world.

The next point to consider is how to extend the north jetty so as to produce this contraction and afford storm protection at the same time. The fixed position of the 24-foot contour furnishes at once a solution to this problem. Let a circle be drawn of 1,000 feet radius with the end of the south jetty as a center, and draw a tangent to this circle from the end of the north jetty. The point of tangency will almost coincide with the intersection of the circle and the 24-foot contour at the point where that contour turns and becomes parallel to the coast. On the arc of a circle tangent to the axis of the north jetty, and having the line from the end of the jetty to the above point of tangency as a chord, let the north jetty be extended by chords 500 feet long, five of which will bring it to the 24-foot contour. Here the opening will be 1,000 feet wide and the end of the south jetty overlapped by the north jetty.

From this point the north jetty should be extended 1,000 feet in a line making an angle of 45° with the axis of the present north jetty, that is, parallel to the general trend of the 24-foot contour. This prolongation may prove to be better if carried out on a line in extension of the last chord. All of this construction is shown on a separate sheet submitted herewith. Let all of this extension be built well above high water, and let the south jetty be carried to the same height. This construction will occasion no violent change in the existing conditions, as the line of the proposed extension of the north jetty follows a shoal bank already maintained by the action of the sea. Any encroachment of this bank on the channel is not to be feared because of the increase scour produced by the contraction. Effectual protection against storm action will be given by the jetty, which is designed to be even more essentially a breakwater than a training wall. There remain, then, to be considered the progression of the foreshore, the sand movement down the coast, and the effects of the work upon the bar channel proper, and the tidal conditions of the river, which effects are necessarily closely related.

There is no such thing as an advance of the foreshore due to an accumulation of material, for there is neither sedimentary deposit nor a great mass of sand to be removed by scour. The whole history of the improvement shows that the progression of the bar is due to the continually rolling over and over of a certain quantity of sand until its advance is checked by an equilibrium being established between the action of the ebb tide and the average effect of storm action. It is by no means apparent that were the "bar" once removed between the jetties it would re-form.

It might; but there is no evidence to establish the fact. At all events this rolling progression should be promptly checked by removing the bar by dredging as soon as work on the jetty extension was begun. This element in the progression of the bar would thus be removed at once, although the same result might eventually be brought about by the increased scour. The next element is the re-formation of the bar, which may result from one or both of two causes—storm action or sand passing over the present north jetty. The first danger is at once negatived by the extension of the north jetty; the second is little to be feared because the same action has been continually going on and may be trusted to produce no injurious effects when opposed by the increased current. Moreover, this part of the north jetty in a measure acts as the throttle valve of the whole system. Over it a great quantity of flood water will be admitted; across it the sand continually moving down the coast will be permitted to pass and escape, while by raising it to high water shoreward we will be able to regulate the scour on the bar.

The movement of sand down the coast has long been a *bête noire* in works of harbor improvement on the Atlantic Coast. It is not clearly established that it is to be feared when the artificial foreshore is extended to the distance it is at this point. Possibly the raising of the entire north jetty to high water or above would produce good results by permitting the sand to all pass around the end. But it would diminish flood inflow, cause a great reduction of tidal range and increase in flood velocity over the bar, be quite expensive, and perhaps prove useless for the needs of the work and possibly useless in any sense, since the sand might overtop it however high it was built. This part of the work may well be left for future consideration, and should be undertaken only in a tentative way.

The last point to be considered is the effect upon the bar currents and the tides. Assuming a channel depth of 24 feet, we have a mean depth of 18 feet, and, with an entrance 1,000 feet wide, a cross section of 18,000 square feet. Add to this one and one-half times 1,000 feet for the tidal prism and we have an effective cross section of 19,500 square feet. Considering the average quantity passing Mayport as 65,110 cubic feet per second, we have a mean velocity of 3⅓ feet per second. Adding to this one-half foot per second for the discharge of the prism below Mayport, we have 3.83 feet per second as the average maximum mean velocity. The maximum velocity of the ebb tide is one and two-thirds times the mean, and the mid-channel surface velocity one and one-third times the mean, which gives us a maximum mid-channel surface velocity of 8.52 foot-seconds, or 5.8 miles per hour. Proceeding in a similar way, and supposing the present north jetty left unchanged with a spill across it, we find that the average minimum mean bottom velocity in the channel of the ebb is 2.1 foot-seconds.

In the above discussion no attempt has been made to introduce any mathematical refinements. The subject is treated in general terms, with a view to obtain simply limits within which the actual conditions must be found. These limits are an ebb current of 5.8 miles per hour, which lasting for but one or two hours will not interfere with navigation; and a minimum scouring velocity of 2.1 foot-seconds, which is much greater than now obtains and may be relied upon to rapidly and efficiently remove any accumulation on the bar caused by storm action or the encroachment of the north jetty shoal.

The only remaining point to be considered is the possible reduction of tidal range. On this point it is only necessary to remark that no reduction has been observed, despite the radical changes produced by the existing jetties and that the proposed jetties leave an available area of cross section for the entrance of flood water only a little smaller than that provided in General Gillmore's project. Completing the works as proposed should therefore produce no change, although a slight reduction in range may ensue, due to the increased length of the jetties over the length proposed by General Gillmore. By building up the present north jetty we will be able to increase the ebb flow sufficiently to compensate for any loss of range, but such gain will be met by still another reduction of range. Where the equilibrium will be established it is impossible to foresee, but the minimum scouring velocity of over 2 foot-seconds gives great latitude in this work, and the chances of success are increased by the fact as already shown that a reduction of tidal range within limits is by no means to be considered as an unmitigated evil.

Summarizing the project we have the following steps in the work proposed:

1. Raise the south jetty to reference 3.5 at station 3,500 and 1½ feet higher at the present outer end.
2. Dredge a channel 24 feet deep at mean low water and at least 300 feet wide across the bar.
3. Extend the north jetty on the lines proposed 2,500 feet, holding the crest 6 feet above high water.
4. Extend the north jetty 1,000 farther, as above.
5. Build up the present north jetty to high water or a little above, beginning at the sea end and working shoreward.

Returning now to a consideration of the river proper, the following work is believed to be necessary:

A dredged channel 300 feet wide and 24 feet deep at mean low water, with side slopes of 1 on 5, should be made through all shoal reaches. These cuts must be protected where necessary by suitable training walls. The location of all cuts and dikes is shown on the accompanying drawings. In front of Arlington River the cutting will be light and no training walls will be needed. The amount of excavation is 50,000 cubic yards. At the Trout Creek shoal 210,000 cubic yards will have to be removed. A training wall may prove eventually a necessity, but it is believed to be worth while to attempt the work and leave its preservation to the action of the currents.

At Dunns Creek shoal 45,000 cubic yards of dredging and no training wall are needed.

In the New Berlin shoals 1,465,000 cubic yards of dredging is required. In order to maintain these cuts the existing training walls will have to be brought up to high water and made permanent at that height. Additional training walls will be needed as follows:

1. Extend the Dames Point dike 1,000 feet in prolongation of the last chord. Should this work prove insufficient to deflect enough of the ebb flow from the Mill Cove channel a further extension of 2,000 feet clear across the channel is provided. This latter extension to be considered as a contingency and dependent on the results obtained by the other work. The New Berlin cuts having shown a tendency to scour rather than shoal, the extension will probably prove unnecessary.
2. Extend the island training wall 1,000 feet to Alligator Island.
3. Close the gap below Long Island by a dike 1,200 feet long.
4. Close the Mill Cove channel by a dike at Fulton 1,600 feet long. The construction of this dike to be considered only as a contingency and to be deferred until proven necessary by the results obtained by the other work.

The dredging in Fulton shoal amounts to 335,000 cubic yards, and the cut is amply protected by the training walls already provided.

At the Hannah Mill Creek shoal 300,000 cubic yards of dredging will be required, and the cut will have to be protectd by building the present jetty to high water and extending it in both directions—2,700 feet upstream and 1,500 feet downstream. The upstream extension may prove to be unnecessary.

The Mile Point shoal requires 440,000 cubic yards of excavation, and no training walls are believed to be necessary.

The dredging in the Mayport shoal amounts to 210,000 cubic yards, and training walls are not needed.

An examination of the shore protection at St. Johns Bluff shows that it is destroyed in part and badly damaged throughout and that undermining is taking place. This work will have to be repaired and perhaps extended.

Estimate of cost.

DIKES.

	Shell.	Stone.	Mattress.
Dames Point:	*Cub. yds.*	*Cub. yds.*	*Sq. yds.*
Completing present dike	4,185	8,370	.....
1,000 feet extension	6,409	12,818	6,682
Island training wall:			
Completing present dike	2,467	4,933	.....
1,000 feet extension	6,137	12,276	6,667
Cut-off dam, completing present dike	4,345	8,689	.....
Coon Point dam, completing present dike	3,753	7,507	.....
Long Island dam, 1,200 feet new work	1,855	3,712	2,779
Hannah Mill Creek dam:			
Completing present dike	14,370	28,741	.....
1,500 feet lower extension	11,131	22,263	10,389
Total	54,652	109,309	26,517

JETTIES.

	Mats.	First-class stone.	Second-class stone.
	Sq. yds.	*Tons.*	*Tons.*
Completion of south jetty	.....	108,283	.....
Completion of north jetty to Station I	.....	57,939	.....
2,500 feet extension of north jetty	33,333	47,150	109,985
1,000 feet further extension of north jetty	16,667	32,356	146,789

The cross section of the jetties is as shown on the accompanying drawings. The tons of stone are short tons, and a cubic yard of settled enrockment is assumed to weigh 1.4 tons.

In making up the estimate of cost, prices are according to the last contract prices, except for the rock on the jetties and for dredging. In view of the large amounts involved it is believed that somewhat better prices will be secured, and allowance has been made for this probability.

Considering only necessary work the amounts will be as follows:

River dikes:	
54,650 cubic yards shell at $1	$54,650
109,310 cubic yards stone at $2.20	240,482
26,520 square yards mattress at 50 cents	13,260
Total	318,392
Shore protection:	
St. Johns Bluff	25,000
Dredging:	
In river, 3,055,000 cubic yards at 10 cents	305,500
On the bar, 300,000 cubic yards at 10 cents	30,000
Jetties:	
Completing south jetty, 108,283 tons stone at $4	433,132
Extension of north jetty:	
33,333 square yards mattress at 75 cents	25,000
47,150 tons stone at $4	188,600
109,985 tons stone at $2.25	247,466
Total for jetties	894,198
Grand total	1,573,090
Engineering and contingencies, about 10 per cent	156,910
	1,730,000

For contingent work which may prove necessary the following amounts are estimated:

Further extension of Dames Point dike:	
10,112 square yards mattress, at 50 cents	$5,056
13,595 cubic yards stone, at $2.20	29,909
6,798 cubic yards shell, at $1	6,798
Fulton dike:	
10,834 square yards mattress, at 50 cents	5,417
20,480 cubic yards stone, at $2.20	45,056
10,240 cubic yards shell, at $1	10,240
Hannah Mill upstream extension:	
20,112 square yards mattress, at 50 cents	10,056
40,615 cubic yards stone, at $2.20	89,357
20,310 cubic yards shell, at $1	20,310
Total for dikes	222,199
Completion of north jetty, 57,939 tons stone, at $4	231,756
1,000 feet further extension of north jetty:	
16,667 square yards mattress, at 75 cents	12,500
32,356 tons stone, at $4	129,424
146,789 tons stone, at $2.25	330,275
Total for jetties	703,955
Grand total	926,154
Engineering and contingencies (about 11 per cent)	93,846
	1,020,000
Aggregate	2,750,000

It will be observed that this total of $2,750,000 is less than the sum already computed as a judicious investment.

The items of the total are computed in the light of the best data obtainable, but the fact is recognized that unforseen contingencies will arise demanding probably radical modifications of project as herein laid down, but it is believed that such modified work will in no case exceed in cost the equivalent work provided herein. On the contrary, there is every reason for believing that the estimates have been made sufficiently liberal both as to quantities and prices as to permit the completion of the work with a very considerable saving on the total amount.

In conclusion, I have to acknowledge my indebtedness for material assistance rendered me in the preparation of this project by Asst. Engineer J. W. Sackett, who has had charge of all technical work and has made all the laborious computations.

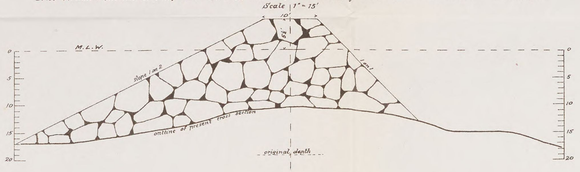
Very respectfully, your obedient servant,

A. M. D'ARMIT,
First Lieutenant, Corps of Engineers.

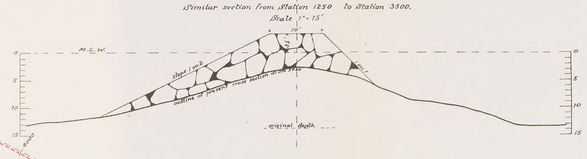
Maj. THOS. H. HANDBURY,
Corps of Engineers, U. S. A.

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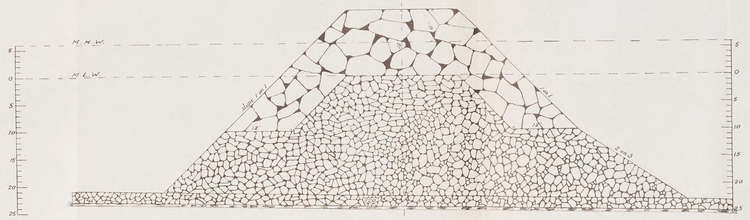
Proposed Cross Section at "G.H" -South Jetty-
This section from end of Jetty to Sta. 10500, gradually diminishing from there to section at "E.F" at Sta. 3500
Scale 1" = 15'



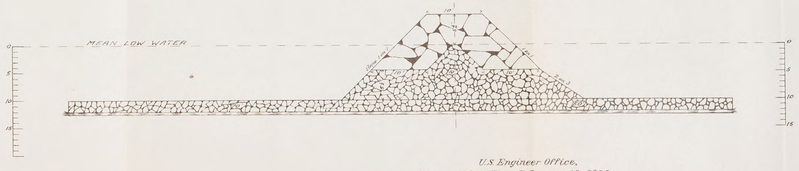
Proposed Cross Section at "E.F" -South Jetty-
Similar section from Station 1250 to Station 3500.
Scale 1" = 15'



Proposed Cross Section at "C.D" -North Jetty-
Similar section from Station 12,384 to end of Jetty.
Scale 1" = 15'



Proposed Cross Section at "A.B" -North Jetty-
Similar section from Station 10,934 to Station 12,384.
Scale 1" = 15'



U.S. Engineer Office,
St. Augustine, Fla., February 18, 1895.
Sent to Chief of Engineers, U.S.A. with report of this date on proposed improvement of St. Johns River, Fla., for 24 foot channel from Jacksonville to the ocean.

Thos. H. Handbury
Major, Corps of Engineers, U.S.A.

St. Johns River Bar, Fla.

Showing progression of curves and South Jetty, and proposed extension of the North Jetty.

Submitted with report of
A.M.D'Armit, 1st Lieut. Corps of Engineers U.S. Army.
Jan. 30, 1895

Scale 1 : 9000.

1000 500 0 1000 2000 ft.

Red lines indicate proposed new work and extensions.

H Ex 346 53 3



St. Johns River, Fla.
From the mouth of Arlington River to Dunns Creek.

Submitted with report of
A.M.D'Armit, 1st Lieut. Corps of Engineers U.S.Army.
Jan.30,1895.

Scale 1:18,000.

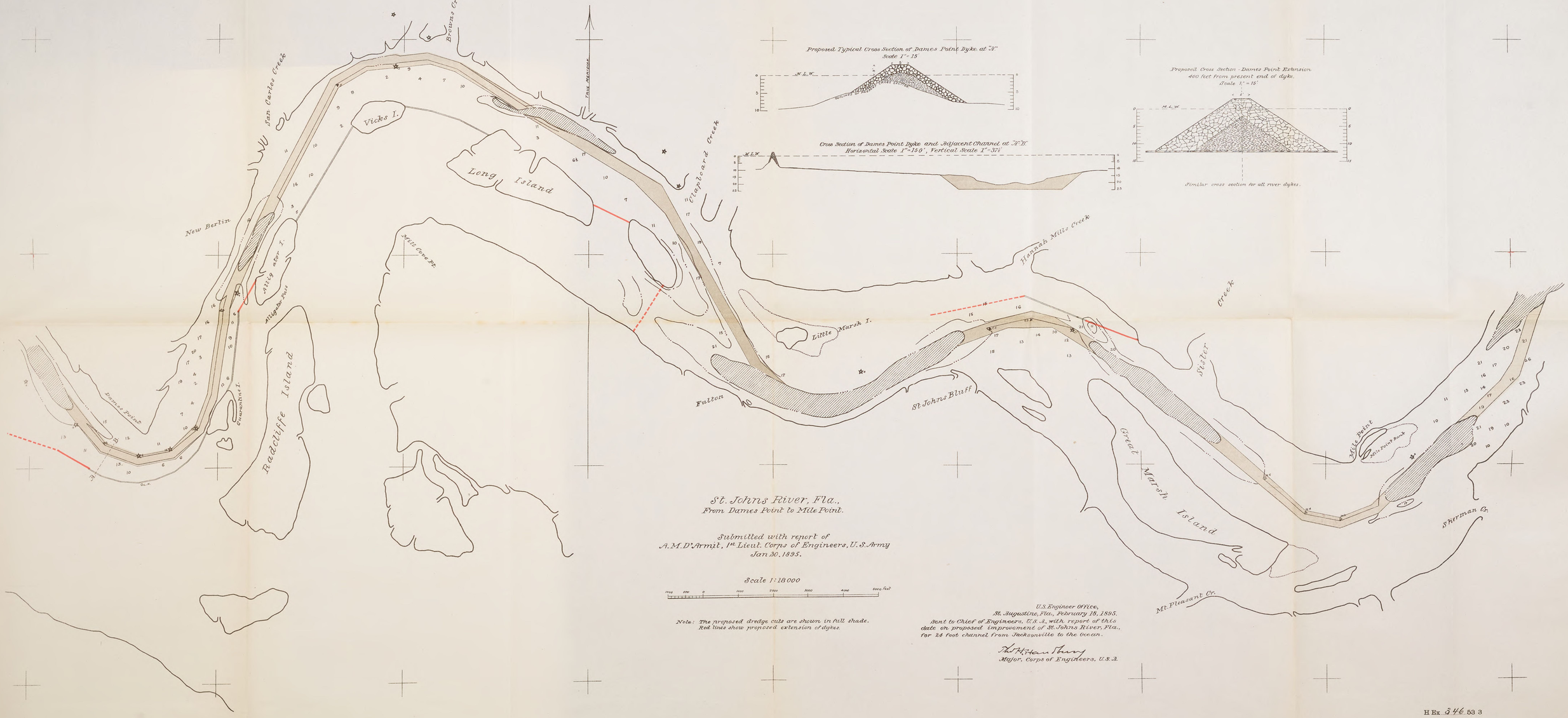
1000 500 0 1000 2000 3000 4000 5000 Feet.

Note: The proposed dredge cuts are shown in full shade.

U.S Engineer Office.
St. Augustine Fla., February 18, 1895.
Sent to Chief of Engineers U.S.A. with report of this date on proposed improvement of St Johns River, Fla., for 24 foot channel from Jacksonville to the Ocean.

Thos. H. Handbury
Major, Corps of Engineers. U.S.A.

H Ex 346 53 3



St. Johns River, Fla.,
From Dames Point to Mile Point.

Submitted with report of
A. M. D'Armit, 1st Lieut. Corps of Engineers, U.S. Army
Jan 30, 1895.

Scale 1:18000

1000 500 0 1000 2000 3000 4000 5000 feet

Note: The proposed dredge cuts are shown in full shade.
Red lines show proposed extension of dykes.

U.S. Engineer Office,
St. Augustine, Fla., February 16, 1895.
Sent to Chief of Engineers, U.S.A., with report of this date on proposed improvement of St. Johns River, Fla., for 24 foot channel from Jacksonville to the ocean.

Thos. H. Handbury
Major, Corps of Engineers, U.S.A.

HEx 346 53 3

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 347.

PRELIMINARY EXAMINATION OF ST. JOHNS RIVER, FLORIDA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of St. Johns River, Florida.

MARCH 2, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, March 1, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated February 27, 1895, together with a copy of a report from Maj. Thos. H. Handbury, Corps of Engineers, dated February 23, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of St. Johns River, Florida, at Orange Mills Flats, near Palatka.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., February 27, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 23, 1895, of Maj. Thos. H. Handbury, Corps of Engineers, of the results of a preliminary examination of St. Johns River, Florida, at Orange Mills Flats, near Palatka, and for the improvement of the channel of the St. Johns River to Sanford and points above, with a view to obtaining sufficient water for sea-going vessels, made to comply with provisions of the river and harbor act of August 17, 1894.

Major Handbury states that, in view of the facts set forth, he is forced to the conclusion that neither the present nor prospective commerce of

that portion of the St. Johns River lying above Jacksonville, Fla., will warrant its improvement by the General Government with a view to obtaining sufficient water for sea-going vessels.

His opinion is concurred in by Col. Wm. P. Craighill, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF ST. JOHNS RIVER, FLORIDA, AT ORANGE MILLS FLATS, NEAR PALATKA, AND FOR THE IMPROVEMENT OF THE CHANNEL OF THE ST. JOHNS RIVER TO SANFORD AND POINTS ABOVE.

UNITED STATES ENGINEER OFFICE,
St. Augustine, Fla., February 23, 1895.

GENERAL: I have the honor to submit the following report upon a preliminary examination authorized by the river and harbor act of August 17, 1894, to be made at "St. Johns River, at Orange Mills Flats, near Palatka, and for the improvement of the channel of the St. Johns River to Sanford and points above with the view to obtaining sufficient water for sea-going vessels."

The St. Johns is the principal river in the State of Florida. It takes its rise from Lake Washington and the swamp lands in Brevard County, and, after running northward nearly parallel to the coast for a distance of about 200 miles, takes a sharp turn to the east in the neighborhood of Jacksonville, and pursues that course for about 25 miles to the ocean, in about latitude 30° 24′. For several miles during the first part of its course it is within 12 miles of the ocean, and its greatest departure does not exceed 30 miles. In its course it flows through and receives the drainage of numerous lakes, some of which have a considerable area. The largest of these is probably Lake George, with an area of about 75 square miles.

The total drainage area of the river is roughly estimated to be about 7,500 square miles. Throughout its entire length it has ample water for navigation by the ordinary river steamboats, but in its upper reaches this is somewhat restricted by the proximity of the banks to each other, numerous sharp turns in its course, and luxurious water vegetation.

From the mouth of the river to Jacksonville, a distance of 25 miles, the width varies from about 1,700 to 10,000 feet. In this reach the ruling natural depth in the navigable channel was 12.5 feet. The depths varied from this to holes with 70 and 80 feet. This reach has been improved by the citizens of Duval County, until it now has throughout its entire length a navigable channel of 18 feet at low water. Efforts are being made, and plans and estimates have been submitted, looking to its further improvement by the General Government until a channel having 24 feet in depth is obtained.

From Jacksonville to Palatka, a distance of 58 miles, the average width of the river is about 8,000 feet, with depth varying from 10 feet to holes with 34 feet. The ruling depth of 10 feet is found at the shoal called Orange Mills Flat. The distance across this between the 12-foot curves is about 1¼ miles. At ordinary stages of water vessels drawing 12 feet go up to Orange Mills. The shoalest part of the flat is above

the town. There are three other shoals below Palatka, aggregating 1½ miles in length, on which there is a mean low-water depth less than 12 feet. In the whole distance between Jacksonville and Palatka there are 23 miles that has a channel depth of but 15 feet or less. To provide a channel in this reach of sufficient depth to accommodate ocean-going vessels, such as now are found at the wharves in Jacksonville, would require the expenditure of an amount of money out of all proportion to the commerce to be benefited.

From Palatka to the lower end of Lake George, a distance of 26 miles, the width of the river varies from one-fourth to one-half mile, and the depth from 7 feet to holes with from 30 to 50 feet. The most of this reach is deep water and, with the exception of three or four places, can be navigated by vessels drawing 10 feet. Twenty miles above Palatka the St. Johns receives the waters of the Ocklawaha River. This comes in from the west and has a course about 125 miles in length. It is fed from almost innumerable ponds, lakes, and swamps, situated upon the east slope of the central elevation of the State, known as the Florida Ridge.

Lake George is 15 miles in length with an average width of 5 miles. Ten feet of water can be carried across it to near the upper end, where the Volusia Bar is encountered. This bar is formed from sediment brought down from above and by reason of a decreased velocity of current deposited where the river widens into the lake. The original depth over this was 3½ feet. Since 1880 Congress has from time to time appropriated funds for its improvement, to the aggregate amount of $27,000. There is now a channel depth of 6 feet over the bar. With some occasional repairs to existing structures and dredging from time to time this depth can be easily maintained.

From Lake George to Lake Monroe, a distance of about 40 miles, the river is narrow, varying in width from 300 feet to one-fourth of a mile, with a depth from 6 feet to holes with 30 feet. There is ample water for all the wants of navigation, but the difficulty lies in the extreme tortuous course of the stream. To say that it is crooked gives no idea of the sharp bends and zigzag shape of its bed. To attempt to straighten the course of the river by cut-offs through the narrow necks of the bends, even were the necessities of the trafic such as to require something of this kind to be done, would be only to invite more serious difficulties in the way of shoals and rapids which would show up were the water drained off rapidly. An ocean-going sailing vessel would of necessity have to be towed when upon any portion of the river above Palatka. This would be impracticable upon the reach of the river between Lake George and Lake Monroe.

Lake Monroe, measured in its longest direction, has a length of about 5 miles. Its width in the widest portion is a little less than 4 miles. Its general depth is 8 feet. Near its outlet the depth is 5 feet; and at extreme low water the boats at present navigating the river sometimes have difficulty in passing this point.

Sanford is located upon the southern border of this lake. It is an active business center with about 2,000 inhabitants. There are several railroads leading from this place in various directions through lands rich in southern Florida products. There is during the winter season a daily steamboat on the St. Johns River between Sanford and Jacksonville. In the summer one steamer makes two round trips a week. The steamboat trade is much better in winter than in summer, owing to the great number of tourists who take this trip to enjoy the exquisite beauties of the tropical scenery that is to be found here. There are

numerous orange groves along the banks of the river, the products of which are shipped during the fall and winter. Between Sanford and Palatka there are two lines of railroads lying between the St. Johns River and the ocean, so that the country is in no want of means for transporting its products to market.

The St. Johns River continues south of Lake Monroe, through numerous lakes and saw-grass swamps, for a distance of about 100 miles. It is extremely narrow and tortuous, but seems to have a depth of about 4 feet. In this region, especially about the head waters which are found within 5 or 6 miles of the Indian River, navigation is entirely obstructed by aquatic vegetation and numerous sharp bends in the stream.

At the present time there are no steamers upon the river above Lake Monroe. This portion of the river was not visited by me. For its description I submit the following extract from a report upon the same subject covered by this, which was made by Capt. W. M. Black, Corps of Engineers, U. S. A., January 26, 1891, and printed as House Ex. Doc. No. 240, Fifty-first Congress, second session.

The St. Johns River south of Lake Monroe has a navigable depth at least as far as Lake Washington (93.5 miles) and probably farther. The land bordering its banks is low and marshy for many miles, especially south of Lake Harney, 17 miles from Lake Monroe. Good high land can be reached through the connecting lakes and tributaries, notably Lake Jessup, and if the stream were in condition for free navigation a large territory, some of which is now under cultivation, would be opened up. At present crops are of little or no value, owing to the difficulties of transportation. Before the construction of the railroad to Titusville, on the Indian River, a line of boats ran from Sanford to the head of Lake Florence, which empties into Lake Poinsett, there connecting with stages for Rockledge, distant 3 miles. Excepting in Lake Harney there is a navigable depth of over 4 feet throughout the entire reach.

In Lake Harney the low-water depth falls to 3 feet or less. The river is crooked, at places obstructed by water weeds and at others by lettuce packs. This last obstruction at times takes the form of floating dams, closely packed, 3 feet thick and 100 or 200 feet across. Such dams can not be broken by light craft, but must be torn away piece by piece, a work of much labor. Regular navigation of the river would, however, prevent their formation.

When the well-known facts concerning the physical characteristics of the river are taken into consideration, it is difficult to understand what is meant by the term "sea-going vessels" used in the act of Congress directing this examination to be made. Sea-going vessels drawing 10 feet can now go to Palatka and 14 miles above with little or no difficulty at all stages of the river. The sea commerce of Palatka does not seem to be sufficient to attract to its docks more than an occasional vessel to load to this draft. Of those that do come some would load to 12 feet if there were sufficient water below to permit it, but these do not seem to be sufficiently numerous or their necessities so pressing as to make their case one of national importance, which must appear to be the case before it can be favorably reported for further consideration by the General Government.

As to putting the river into a condition capable of being navigated even by vessels of this class to "Sanford and points above," there certainly is no present commerce, nor can one imagine any probable condition of future commerce of the country that will warrant a serious consideration of such a problem by the General Government.

The aggregate of the various kinds of merchandise and products reported as passing Volusia Bar during the year 1894, was 17,670 tons with an estimated value of $878,500. The estimated number of passengers carried was 10,000.

In view of the facts set forth above I am forced to the conclusion

that neither the present nor prospective commerce of that portion of the St. Johns River lying above Jacksonville, Fla., and which is the subject of this report, will warrant its improvement by the General Government with the view to obtaining sufficient water for sea-going vessels.

Very respectfully, your obedient servant,

THOS. H. HANDBURY,
Major, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Wm. P. Craighill, Corps of Engineers, Division Engineer, Southeast Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., February 26, 1895.

Respectfully submitted to the Chief of Engineers.

In view of the facts and reasons reported by the local engineer and from personal knowledge of the St. Johns River, while I consider the improvement below Jacksonville of much importance, I find myself obliged to say, using the words of the law, that the St. Johns River above Jacksonville is not worthy of improvement for sea-going vessels by the General Government.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 348.

SEAL AND SALMON FISHERIES OF ALASKA.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A draft of a bill to authorize the printing of the correspondence relating to the seal and salmon fisheries in Alaska.

MARCH 2, 1895.—Ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., March 2, 1895.

SIR. I have the honor to inclose draft of a bill to authorize the printing of the reports, correspondence, charts, etc., on the files of the Treasury Department, Navy Department, Coast Survey, and Fish Commission, relating to the seal and salmon fisheries, and other matters pertaining to the Territory of Alaska.

I have the honor to state that there are many valuable reports on file in the Department which should be preserved, and I respectfully request the necessary authority to print the same.

Respectfully, yours,

W. E. CURTIS,
Acting Secretary.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

The Secretary of the Treasury is hereby authorized to print all reports, correspondence, charts, maps, and other matter now on file in the Treasury Department, the Navy Department, United States Coast Survey, and United States Fish Commission, relating to the seal and salmon fisheries, and other matters pertaining to the Territory of Alaska; three thousand copies to be printed, of which seven hundred and fifty shall be for the Senate, fifteen hundred for the House, and the remainder for the Treasury Department, and an amount sufficient to defray the expense to be incurred hereunder is hereby appropriated out of any money in the Treasury not otherwise appropriated.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 349.

PRELIMINARY EXAMINATION OF BAYOU MAÇON, ARKANSAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Bayou Maçon, Arkansas.

MARCH 2, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, March 2, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated March 1, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated February 21, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bayou Maçon above Floyd, Ark.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., March 1, 1895.

SIR: I have the honor to submit the accompanying copy of report by Capt. J. H. Willard, Corps of Engineers, dated February 21, 1895, of the results of a preliminary examination of Bayou Maçon above Floyd, Ark.

Captain Willard is of the opinion that this locality is not worthy of improvement by the General Government, and his views are concurred in by Col. H. M. Robert, Corps of Engineers, division engineer, and by this office.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BAYOU MAÇON, ARKANSAS, ABOVE FLOYD.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., February 21, 1895.

GENERAL: In compliance with instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report respecting Bayou Maçon, Arkansas, above Floyd, a preliminary examination of which was called for by section 10 of river and harbor act of August 17, 1894.

This stream has its source in Desha County, southeastern Arkansas, near the source of Bœuf River and a few miles west of the Mississippi, flows in a general southerly direction west of and nearly parallel to Tensas River, and enters the latter in Franklin Parish, La., about 40 miles above its mouth. Below Floyd, La., to its mouth, estimated to be about 98 miles, work has been carried on, when funds were available for the purpose, since 1884, in conjunction with the improvement of Tensas River.

Under the requirements of section 2 of river and harbor act approved June 14, 1880, an examination of Bayou Maçon was made that year by Assistant Engineer F. S. Burrowes, under direction of Major Benyaurd. (Report Chief of Engineers, 1881, pp. 1462–1467.) This examination was made at a stage about 2 feet above lowest water, affording a good opportunity to observe obstructions to navigation, and respecting the portion of the bayou, above Floyd, Mr. Burrowes reported as follows:

> Entering the bayou at Eudora Ferry, 4½ miles west of Grand Lake, Ark., on the Mississippi River, I examined it for about 10 miles above, and found it about 70 feet wide, 3 feet deep, and so filled with snags, sunken logs, and large cypress stumps as to make it almost impassable with a skiff. From this point to its source is quite a long distance, but it is so narrow, shallow, and filled with obstructions that its improvement would be impracticable, and, from its close proximity to the Mississippi River, unnecessary.
>
> Coming back to Eudora Ferry, and floating down, I found the distance to Floyd to be 70 miles by the bayou, and its general characteristics about as follows:
>
> At Eudora Ferry the stream is 75 feet wide and continues this width with an average depth of 5 feet for about 10 miles, bending only at long intervals. At the end of this portion an island, or bar, 300 feet long has formed, which leaves a channel on either side 30 feet wide and 2 feet deep. After this is passed the bayou again assumes the same width and general lakelike character as above, and continues thus for a distance of 5 miles, when it becomes very crooked, narrow, and shallow. Down to this point there are about 20 large snags to the mile, besides a great number of sunken logs and several oak and gum trees stretching clear across the channel. The timber along this portion, composed of oak, hickory, gum, and pecan, is dense and continuous, and owing to the narrowness of the channel forms an obstacle which would have to be removed to make it navigable. The bayou then continues crooked, narrow, and shallow as far as Nashs Ferry, 35 miles below Eudora Ferry. This portion is filled with snags and sunken logs, which collect in the bends and form impassable rafts from 200 to 300 feet long. The timber along the banks also changes in character, becoming largely heavy cypress, which leans over the bayou, and which, together with the numerous large stumps of the same timber found in the channel, forms formidable obstacles to its improvement here.
>
> Fifteen miles above Nashs Ferry and 4 miles below the line between Arkansas and Louisiana the Maçon is crossed by a road leading to Ashton Landing, on the Mississippi River, which is only 2½ miles distant from it at this point.
>
> Below Nashs Ferry the bayou widens to 150 feet, has a depth of 6 feet, is nearly straight, and singularly free from obstructions, both in the channel and on the banks. It continues thus for 15 miles. From this point to Floyd, a distance of 20 miles, it again becomes very crooked, narrow, and shallow, being only 100 feet wide and from 2 to 4 feet deep. The leaning timber on this reach, which it would be necessary to cut in order to make the bayou navigable, is very heavy and thick, without, however, including much cypress. The snags in the channel are very numerous, averaging about 25 to the mile, and the bed of the stream is a perfect network of

sunken logs. These obstructions, along with a very swift current, make this portion difficult to navigate, even in a skiff.

The bed and banks of the bayou above Floyd are composed of the same hard red clay as the Maçon hills, covered with from 3 to 5 feet of rich alluvial deposit. The banks are very uniformly 22 feet in height, and overflow from 6 to 8 feet at time of high water in the Mississippi.

There are a number of small tributaries to the upper portion of the Maçon, none of which, however, are of much importance. The largest are the following: Ditch Bayou, an artificial channel connecting the bayou with Lake Chicot, Arkansas; Rush Bayou, entering the Maçon at Eudora Ferry and connecting it with Grand Lake, Arkansas; Rowen Bayou, entering at Ashton Ferry and connecting the bayou with the Ashton break in the levees on the Mississippi River.

The water in the Maçon, I understand, reaches its lowest stages in the early fall, begins to rise about December 1, and remains from 6 to 18 feet above low water for about eight months thereafter. It never of itself rises sufficiently to escape from its banks, so that as long as the Mississippi levees opposite its head waters were continuous the bottom lands could be cultivated without danger of overflow. Since the breaks in the levees at Ashton, Matthews Bend, and Possum Fork the Mississippi, at time of high water, pours into and floods this whole section; raises the level of the Maçon 30 feet above its present stage, and in fact turns it into a high-water chute of the main river. For this reason farming along the bayou at the present time, except on the hills, is precarious and generally unprofitable.

In my opinion it would be inexpedient to attempt to make navigable any portion of the Maçon above Floyd, as, from the number and nature of the obstructions and the narrowness and shallowness of the channel, the expense of such improvement would be very great and largely in excess of the benefits conferred on the country along it, for the following reasons:

First, as stated above, all, or nearly all, the land under cultivation along this portion of the bayou is on the hills, from all parts of which shipping points can be found within a reasonable distance, either at landings on the Mississippi or at Floyd on the Maçon.

Second, the improvement of this part would not increase the acreage under cultivation in the bottom lands, as they remain unimproved, not from want of a convenient shipping point, but, as stated, from their liability to overflow by the Mississippi.

In submitting the report of examination Major Benyaurd made the following statements, viz:

In presenting the estimates for the improvement of the Maçon I have not deemed it necessary to consider the upper section of the stream, extending as far down as Floyd, La., a point some 40 miles below the State line, from the fact that this section is so filled with snags, logs, stumps, and other obstructions that scarcely a skiff can be got through it, and the cost of making a navigable channel will be so greatly in excess of any benefits likely to be derived from its improvement. In addition, the proximity of the Mississippi River, to which the crops can be hauled, is likely to render the improvement unnecessary. I will, therefore, only consider the river from Floyd, the present head of navigation, to the mouth.

The examination showed that, like all streams in that section of the country, the main obstructions to navigation are snags, sunken logs, and leaning timber, the removal of which will constitute the principal work to be carried on with a view of improving the stream and of giving increased facilities for the shipment of cotton and the return of plantation supplies and other freights. Were any other system of improvement carried on it would have to be a system of locks and dams, which the commerce of the adjacent country would not at present justify.

Floyd is the only town on the Maçon. It is the county seat of West Carroll Parish, and contains about 250 inhabitants. The amount of cotton shipped from this point is said to be 3,000 bales. It is the present head of navigation, boats running regularly to the place about five months in the year. Some of these make round trips to and from New Orleans; others connect at Trinity with the Ouachita River boats.

The amount of cotton shipped from the bayou by steamer amounts to about 9,000 bales annually. Other amounts go by way of the Vicksburg and Shreveport Railroad to Delta, and thence by boat to New Orleans. Were the bayou improved, the running time of the steamers would be increased about three months, and nearly all the cotton raised would find an outlet through the river at reduced rates of freight.

The lands through all this section of upper Louisiana are susceptible of a high degree of cultivation, but the breaks in the levee along the Mississippi front in Arkansas, while doing no particular damage to that State, cause the lands in north Louisiana to be inundated every high water. Were these breaks repaired all the now abandoned lands in this section of the State would be brought under cultiva-

tion. This work, combined with the improvement of the streams like the Bœuf, Maçon, and Tensas, which would facilitate the shipment of the crops, would add greatly to the production of cotton and other crops.

The first appropriation for this bayou was made by river and harbor act of 1884, which provided $4,000 for improving Tensas River and Bayou Maçon, Louisiana. Subsequent acts have appropriated funds for continuing work in both streams, the total amount from 1884 to the present time aggregating $28,000. The portion of this sum applied to improving Bayou Maçon below Floyd, in accordance with the foregoing project, is $20,153.12, with which the stream has been put in fairly good navigable condition, enabling steamboats to make quicker trips to Floyd during the navigable season, about seven months of the year, with comparative ease and safety.

Major Benyaurd's estimate for removing the obstructions by five months' work in one low-water season was $17,000, but at no time was more than $5,000 provided for both streams, and as new obstructions are added each year, small appropriations are needed from time to time to maintain what has been done, in the interest of safe navigation. As no work has been done above Floyd, the upper portion of the bayou still is unnavigable, and the growth and accumulations of obstructions during the last fourteen years have rendered its improvement more expensive and unprofitable than when reported upon in 1880.

Major Benyaurd reported in 1880 that the amount of cotton shipped from the bayou by steamer was about 9,000 bales annually, or, say, 2,200 tons. This is largely in excess of the commerce reported to this office the last two years from both Tensas River and Bayou Maçon, as shown by the following table, taken from my annual report for 1894:

Summary of commerce reported, Tensas River and Bayou Maçon, Louisiana.

Articles.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1888–89.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Cotton	450	498	3,762	2,760	1,527	2,750
Cotton seed	1,400	1,457	4,876	4,850	2,920	4,000
Hides and skins	2	3	.....	10	2	5
Live stock	108	3	10	6	.....	225
Staves	895	26	71	1,032	3,325	3,500
Lumber	300	.....	440	.....	.....	.....
Miscellaneous	104	.....	1,942	378	50	1,823
Total down freight	3,259	1,987	11,101	9,036	7,824	12,303
Return freight	2,700	662	5,886	6,000	5,216	8,202
Total	5,959	2,649	16,987	15,036	13,040	20,505
Estimated value	$389,000	$122,500	$990,000	$999,500	$742,390	$1,194,100

The falling off in freights probably is due to some extent to railroad competition, but the rapid decrease in the last two years was caused by lack of proper levee protection against the floods of the Mississippi in Desha and Chicot counties, Arkansas. In 1892, previous to the culmination of the flood of that year, it was estimated that the line of levees extending from the Louisiana line to Amos Bayou in Arkansas, about 85 miles, had over 40 per cent of its length weak and of small section, with grade less than a foot above height of previous floods. The flood of 1892 was higher along this entire line than in 1890, fully 1 foot in places, and six crevasses occurred. The discharge from these crevasses, with a larger volume of water, mostly from Arkansas River, which crossed Amos Bayou ridge above the head of the levee system, found an outlet down the Maçon and Tensas, and Bœuf River, inundat-

ing the bottom lands and preventing a crop. The same thing occurred, to a somewhat lesser extent, during the flood of 1893.

The ridge formed by the bank of Amos Bayou, on which the levee system terminated, formerly was considered above overflow, but extreme high stages of the Arkansas River, when not restrained by levees, have overflowed this ridge, as in 1890, 1892, and 1893, and to protect its people the State of Louisiana has built an extension of the levee system up the ridge on the northeast bank of Amos Bayou, about $6\frac{1}{2}$ miles, with the hope that this work, with the repairs recently made to the levees on the Arkansas and their extension southward by the United States, will afford protection against floods from that direction. The State of Arkansas seems unwilling to furnish proper aid for protecting its own people and those of a sister State against the flood waters of the Mississippi, and the only argument for the improvement of Bayou Maçon above Floyd appears to be that in case of overflow it would drain the country contiguous more rapidly at the expense of those living farther down the stream. A letter from Mr. D. H. Reynolds, of Lake Village, Ark., received at this office August 14, 1893, confirming this opinion, is given below.

LAW OFFICE OF D. H. REYNOLDS,

Lake Village, Ark., August 9, 1893.

DEAR SIR: When in Vicksburg a few days ago to attend the delegated convention of the levee districts in the Tensas Basin I intended to call on you to have a talk about the expenditure of the $5,000 appropriated for continuing the improvement of the Bayou Maçon in Louisiana and Arkansas. I desired to have such talk before introducing the resolution in the convention in regard to the matter, and so that there might not be any apparent wish to have the money expended in a manner different from your wishes, or without first consulting with you about it, for it may be that the money was intended to be expended as the convention requested. But when the convention met it was so harmonious that the matters to be considered were speedily adjusted; and the steamer was at the landing, I desired to take it to come home, and so I could not call, and I requested Major Richardson and Judge Pindall, who were going to remain longer, to see you in my behalf. If it may be done, I think that by expending the $5,000 in cutting out the drift and standing timber for the width of, say, 100 feet the cutting could be extended far up the bayou, and it would permit the continued uninterrupted and rapid flow of the water in the bayou, and so carry off a much greater quantity of water than now runs in it within a given time. The 100 feet would not be wide enough, but would do to begin, and it would reach a longer distance. This will be work to be done in any event when the bayou is improved in Arkansas, and we will at most only be hastening the expenditure there. It may be that the money was not specifically named in any estimate for the work now suggested to be done in the channel of the bayou in Arkansas; but certainly the spirit of the appropriation would justify such expenditure.

If it shall be necessary for the approval of your seniors to be had before the $5,000 can be expended as requested by the convention at Vicksburg, then if anything can be done on the part of the levee authorities immediately interested, and that made the request, if you will indicate it I will be pleased to move in the matter. The people in the locality affected are impressed with the, to them, great importance of having the drift and standing timber cut and removed from the bayou. They are trying every effort, so far as their means will allow, to secure protection and relief from floods in future; and they believe that the expenditure of the $5,000 in cutting the drift and timber in the bayou in Arkansas will relieve much from a break in the levee, in the event we have one as in this year. The flood line of the overflow would have been very greatly reduced in the Tensas Basin this year if the drift and timber had not obstructed the channel of the bayou. So much (for the people in the overflowed districts of the Tensas Basin) depends upon the basin being kept free from floods for a few years that they desire to use every available and possible means during this season to ward off and so far as possible relieve against any floods that may come next year. So to speak, they desire to call on the reserves in the present emergency and try and secure protection.

On behalf of this, by flood, nearly impoverished people I bespeak your kind offices and your aid in securing for them the protection they seek. You are in a position to know what to do and how to do it, and we hope you will do for this Tensas Basin, in way of protecting it from floods, all that may be done with the limited means at

hand, by removing the standing timber and drift from Bayou Maçon and from Bœuf River. And if we in the basin can in any way aid or facilitate the good work command us. I would be pleased to hear from you about this matter.

Respectfully, etc.,

D. H. REYNOLDS.

Capt. J. H. WILLARD,
United States Engineer.

NOTE.—When the river and harbor bill was before the committee I wrote to Mr. Cate, the member of Congress from this district, urging him to try and have an appropriation to cut the timber and drift in Bayou Maçon in Arkansas, but it was so late, etc., that the most that could be done was to get the committee to add the words "and Arkansas" after the word "Louisiana" in the item; but even that indicated a willingness for the money to be expended in Arkansas, and for the purpose for which such expenditure was urged.

The facts are summarized as follows: Bayou Maçon above Floyd is only a few miles west of the Mississippi River, varying in distance from 2½ to 15 miles; nearly all the cultivated lands along it are on the hills from which shipping points can be had within reasonable distance, either at landings on the Mississippi or at Floyd. It is crossed near Arkansas City by a branch of the Missouri Pacific Railway system, connecting with the Mississippi River and Illinois Central Railroad on the east and another branch of the Missouri Pacific on the west, which runs southwest along Bayou Bartholomew to Monroe, La., and thence to Alexandria. The stream is narrow, shallow, and so filled with snags, logs, drift, and timber that it is unnavigable at any stage, and while the removal of these obstructions might permit boats to make occasional trips at high stages of water for a short distance above Floyd, the cost of the work required and its maintenance from time to time is not commensurate with any commerce that possibly might develop at some future time.

For these reasons, it is my opinion that Bayou Maçon above Floyd is not worthy of improvement by the General Government, there being neither present nor prospective demands of commerce sufficient to justify any expenditure for the purpose.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Henry M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 28, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons given by the district officer, I am of opinion that Bayou Maçon above Floyd is not worthy of improvement by the United States.

HENRY M. ROBERT,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 350.

PRELIMINARY EXAMINATION OF BŒUF RIVER, ARKANSAS.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Bœuf River, Arkansas.

MARCH 2, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, March 2, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated March 1, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated February 21, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Bœuf River, Arkansas, above Wallace Landing.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., March 1, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 21, by Capt. J. H. Willard, Corps of Engineers, of the results of a preliminary examination of Bœuf River, Arkansas, above Wallaces Landing, required by the river and harbor act of August 17, 1894.

It is the opinion of Captain Willard, concurred in by Col. Henry M. Robert, Corps of Engineers, the division engineer, and by this office, that Bœuf River above Wallaces Landing is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

HON. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF BŒUF RIVER, ARKANSAS, ABOVE WALLACES LANDING.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., February 21, 1895.

GENERAL: In compliance with instructions contained in letter from your office, dated August 20, 1894, I have the honor to submit the following report respecting Boueff [Bœuf] River, Arkansas, above Wallaces Landing, a preliminary examination of which was called for by section 10 of river and harbor act of August 17, 1894.

Bœuf River has its source in Chicot County, southeastern Arkansas, a few miles west of Bayou Maçon, and, flowing in a general southwesterly direction, enters Ouachita River at Stafford Point, 8 miles above the town of Harrisonburg, in Catahoula Parish, La. An examination of this stream was made under the direction of Major Benyaurd, by Asst. Engineer H. St. L. Coppée, in October, 1880, in accordance with requirements of section 2 of river and harbor act approved June 14, 1880. (Report Chief of Engineers, 1881, pages 1424–1428.) Major Benyaurd reported as follows:

> The examination was made by Mr. H. St. L. Coppée, assistant engineer, whose report will be found annexed, and was made with a view of determining the character and extent of the obstructions to navigation, with estimated cost of removing same, and the nature and extent of the commerce to be benefited.
>
> The stream was examined from the State line between Arkansas and Louisiana to its junction with the Ouachita, a distance of 346 miles. The upper reach of the river for a distance of 66 miles, that is, from the State line to Wallaces Landing, is made up of numerous small lakes, connected by short stretches of river, which in many places are not over 20 feet in width. This part of the river may be compared more to a swamp, and is so obstructed by snags, logs, stumps, etc., and the commercial advantages to be gained by improving the same, even for high-water navigation, are so small in comparison to the amount required for the work, that it is not deemed advisable to consider this part of the river as desirable to be improved. The land in this section is susceptible of a high degree of cultivation, but the constant liability of destruction to the crops, due to breaks in the Mississippi levees in the State of Arkansas, causes the lands to be abandoned.
>
> From Wallaces Landing to the mouth, a distance of about 280 miles, the river is obstructed by snags, logs, and overhanging timber. For the present it is only deemed advisable to improve the navigation by removing these obstructions, which will allow boats to ascend to Wallaces Landing during that portion of the season when the water in the bayou is only sufficient for boats of the lightest draft.
>
> The amount of cotton shipped annually from the bayou is estimated at 17,000 bales, valued at $850,000, to which must be added return freight, etc., to almost an equal amount. From the upper portion of the stream, the products find a market in New Orleans, via the Vicksburg and Shreveport Railroad, to Delta, and thence down the river by boat. The charge per bale to New Orleans by this route is $2.50; by boats directly down the bayou, when the stage of water admits, $1,50. Were the stream improved by the removal of the obstructions above noticed, the crop of cotton and other products would be greatly increased.

Respecting the river above Wallace Landing, Assistant Engineer Coppée reported as follows:

> The Bœuf River, which I examined from the State line dividing Louisiana and Arkansas to the mouth, I shall, for convenience of description, divide into two parts: That portion from the line to Wallaces, or the first reach, being closed by logs, rafts, drift, etc., and very difficult to improve for navigation; and a second reach from Wallaces to the mouth, which differs in every respect, having been navigated for some years past at a stage of about 7 feet above low water.
>
> From what I could gather, I judge the river to be at the time of this examination about 3 feet above low-water mark, i. e., the lowest water known, and falling.

FIRST REACH.

> The Bœuf River at the State line is about 20 miles in a direct line from and west of the Mississippi River. The stream 3 miles above the line is in the form of a lake, quite wide and deep enough to float the largest river boats, but at a point half a mile

below, called the Shingle House Crossing, it scattters into numerous branches narrow and shallow enough to ford at low water, and exists in that condition until the Ashton Road Crossing is reached, 4 miles below the State line; thence the stream begins to collect its branches, and where they finally come together there is a raft of logs, drift, etc., probably 1,000 yards through.

From the Ashton Road Crossing the river again takes the form of a lake, averaging 150 feet wide by 13 feet deep by 4 miles long. This lake contains about 30 snags, 15 logs partially and in places entirely across the stream. Should improvements be attempted, 10 overhanging trees would also have to be cut down. The lake is comparatively straight, i. e., the bends are not sharp or narrow. From the foot of the lake for a distance of 8 miles the stream is very crooked, and difficult, at the present stage of water, to navigate even with a skiff. In many places cypress trees stand directly in the channel. The width varies from 20 to 100 feet, and the depth from 9 to 3 feet. Forty logs or fallen trees cross the stream at different intervals, causing rafts and heavy drift piles to form, making it impassable. In this stretch I counted 60 snags and 9 large cypress stumps. The shoals (3 feet of water at the present stage) are also very numerous. These shoals are caused by sand bars forming below the narrow bends. In case of improvement a great number of overhanging trees would have to be cut. From this point, which is 16 miles from the State line, to Wallaces, 50 miles farther by river, the stream is a continuation of lakes and narrow bends following each other successively. The lakes, which vary from one-fourth to 2 miles in length, have an average depth of 5 feet, width of 100 feet, and but little current.

At the end of each lake there is generally a mile or more of sharp, horseshoe bends, in places the river being not over 20 feet wide by 2 feet deep, containing sand bars, rafts, drift piles, trees, and stumps standing in the channel, and every few hundred feet a cypress log stretching from bank to bank. Between the lakes or straight open stretches the current is considerably accelerated.

The river in the upper portion of this reach runs through a swamp, about 4 miles wide, lying between the Maçon hills and the high lands east of Bayou Bartholomew, whereas through the lower portion the country is higher, the bank being usually about 17 feet high.

The soil is of a sandy composition, the bank in some places showing thin strata of clay, the surface of the adjacent country being of the same nature. The river bed is generally a hard, compact sand.

The timber throughout the reach varies, that at the upper end being superior in quality and quantity. One mile west of the river, at the State line, there is a strip of good pine 2 miles wide by about 15 miles long, running southeast.

The entire reach contains cypress, many varieties of oak, such as white, cow, black, red, overcup, pin, etc.; hickory, gum, elm, and ash are also found. The timber which principally fringes the river is cypress and oak.

COMMERCIAL STATISTICS.

The land adjacent to the Bœuf, for some distance both above and below the State line, is capable of high cultivation, but owing to the sickliness of the climate and the liability to overflow it is but little worked. The plantations or clearings east of the Shingle House, on the Maçon hills, are many of them deserted. The planters at present average about 15 bales of cotton apiece. Should this upper portion of the river be opened to navigation the acreage of cultivated land would be greatly increased. The products of the country west of and in the vicinity of this reach of the Bœuf pretty much all find an outlet by way of the Bartholomew, and probably would do so were the stream made navigable. The products on both sides, from the Shingle House as far south as Wallaces, would amount to about 300 bales of cotton per annum, and even some of this might be shipped by the Maçon in preference. Most of the produce would come from Oak Grove, on the Maçon hills and Shilling's neighborhood, near the river; the cattle trade would be but light, owing to the great loss incurred at overflow times.

In my estimation the great outlay necessary to make this 66 miles of river navigable, even at high water, would hardly be compensated for by the little cotton (300 bales), seed, cattle, etc., that the country would produce.

The unhealthy and present backward condition of this section, in a great degree, is due to overflows. These, from some time before 1842 until after 1864, did not occur, because of the good condition of the levees bordering the Mississippi River; but during the late rebellion these were destroyed in many places, so that since, at every overflow of the Mississippi River, all this country lying between the Ouachita and the Mississippi is inundated, excepting the high ridges, probably 16 feet above high-water mark, such as Maçon hills, etc. The principal breaks necessary to rebuild in order to protect this Bœuf country are in the Matthews Bend Levee, which I am told an 8-foot levee would protect, and the Possum Fork. The Ashton

break would affect the Maçon and Tensas, but not the Bœuf, owing to the intervening hills.

The oscillation of the Bœuf is about 30 feet, the time of rising and falling corresponding very nearly with the Mississippi River; the planters look for high water in December and low water in the summer and fall.

Work for the removal of snags, logs, leaning timber, etc., obstructing navigation at high stages below Wallace Landing, has been carried on, when funds were available for the purpose, since 1881, in accordance with Major Benyaurd's project of 1880. The river and harbor act of 1884 directed an examination of three outlets near Point Jefferson, about 19 miles below Wallace Landing, which was made by Captain Bergland that year, and he recommended that the outlets be closed to preserve navigation in the stream; the cost of the work then needed was estimated at $7,290. The next river and harbor act authorized this addition to the original project, but provided only $5,000 for "continuing improvement, and for closing Outlet No. 1." Being hampered by lack of funds, these outlets were not closed until the low-water seasons of 1887 and 1888, and it would have been impossible to do the work then except for pecuniary aid and labor given by the planters whose lands would be protected, the proportion of cost borne by the United States having been $5,441.78. Outlet No. 1 was closed substantially, No. 2 was closed by a heavy dam, and No. 3 by a low dam, which was all the work that could be done with the insufficient appropriation and the assistance rendered by the planters. The closure of the outlets gave immediate benefit to navigation by confining the flow to its natural course and by scouring the bars below,but the willful cutting of Opossum Fork Levee in the spring of 1890 and the crevasses that occurred in the Arkansas levees along the Mississippi below, admitted an immense volume of water into the secondary valleys drained by Bœuf River and the Tensas and Maçon, which swept away all of the dams closing the outlets. Subsequent appropriations have been too small to replace the work, and its cost is increased by each flood, the last estimate, made by me, for the purpose amounting to $30,000.

When the examination of this stream was made in 1880 the Vicksburg, Shreveport and Pacific Railroad, crossing it at Girard, La., was the only competing route of transportation; but the New Orleans and Northwestern Railway has been completed recently from Natchez, Miss., to Bastrop, La., crossing the river about 2 miles north of Rayville, La., and the Houston, Central Arkansas and Northern Railroad, a branch of the Missouri Pacific system, built a few years ago, runs a few miles west of and parallel to the river from its headwaters as far south as Columbia, Caldwell Parish, La. Another line, the Louisiana, Arkansas and Missouri Railroad, is projected, which will touch the stream at several points on the east.

Railroad competition and repeated overflows, caused by defective levees along the Arkansas front of the Mississippi, have diminished the commerce of Bœuf River, as shown by the following summary of what has been reported to this office during the last six years, taken from my annual report for 1894.

Summary of commerce reported.

Articles.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1888–89.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Cotton	900	626	1,583	1,760	1,397	1,084
Cotton seed	2,550	1,878	1,178	716	731	834
Hides and skins	.....	.....	50	.....	.....	.....
Live stock	12	.....	19	.....	.....	.....
Lumber	300	250	1,352	.....	.....	.....
Saw logs	.....	.....	1,223	.....	.....	.....
Staves	4,626	923	3,138	1,777	263	54
Miscellaneous	450	300	72	179	.....	91
Total down freight	8,838	3,977	8,615	4,432	2,391	2,063
Return freight	650	335	1,370	3,458	1,594	1,376
Total	9,488	4,312	9,985	7,890	3,985	3,439
Estimated value	$350,000	$200,000	$501,000	$636,500	$580,850	$457,100

So far as I have information, there has been no steamboat as high as Wallace Landing since I was assigned to charge of this district in 1886, and probably none has been above Point Jefferson since the work commenced in 1881, the latter place being considered the head of high-water navigation. At the close of operations of the fiscal year 1894, Overseer Watkins Decker, who had been in local charge of the work, reported that the extension of the New Orleans and Northwestern Railway from Rayville to Collinston, La., where it connects with the Houston, Central Arkansas and Northern Railroad, had diverted a large portion of the commerce of the stream, which would be still further decreased. He was informed by Capt. L. Brunner, of the steamer *Parlor City*, that it was doubtful whether boats in future would run above Mrs. Jordan's Landing, about midway between the New Orleans and Northwestern Railway bridge and Point Jefferson, and about 33 miles below Wallace Landing. Overseer J. R. Vaughan, who has been in local charge of the work done between Wallace Landing and Charlieville the past season of low water, reported on the 2d instant, as follows:

The country adjacent to the river above Point Jefferson to Wallace Landing is nearly all woodland, there being only a few acres cleared. The timber consists of gum, white oak, ash, cypress, and hickory, the latter of an inferior quality. About 100,000 staves are on the banks awaiting transportation. Below Point Jefferson to Mrs. Jordan's there are only a few small farms, and all their produce has been shipped by railroad. From Mrs. Jordan's to the Vicksburg, Shreveport and Pacific Railroad bridge at Girard, and thence downstream to Charlieville, about 55 miles, productive plantations join each other along the banks, but the greater portion of their crops was shipped by railroad as soon as it was ready for market. From the best information I can get, from Messrs. Wright, large planters above Girard, and Messrs. McCaskill and other large planters below that place to Charlieville, there are only about 1,000 bales cotton awaiting shipment by boat, most all going to New Orleans, the saving by river freight being 85 cents per bale. About 1,100 tons cotton seed, also, are awaiting shipment by boat, nearly all of which will go to the oil mills at Monroe.

From the foregoing information it appears that there is no public necessity or convenience to be subserved by improving Bœuf River above Wallace Landing, the upper portion of which runs through a swamp about 4 miles in width, and the entire stretch consisting of a succession of pools and shoals, the latter being dry, or nearly so, at lowest stages. This part of the river at present is impassable by reason of trees, snags, logs, and raft in the channel, and overhanging timber. If these obstructions were removed it is doubtful if steamboats could be induced to run, as the river could be made navigable by this means

for the highest stages only, and, owing to the uncertainty of navigation, it is probable that shipments of the limited commerce of the locality would continue by railroad or by bayous Bartholomew or Maçon. During the fiscal year 1894 there was only one steamboat trip reported as high as Point Jefferson, Jordan's Landing having been the upper limit ordinarily. The channel below the outlets of Point Jefferson is shoaling rapidly, and until the outlets are closed substantially, and there is reasonable assurance of levee protection from the floods of the Mississippi along the Arkansas front below Arkansas River, it would seem inadvisable to continue the improvement as high as Point Jefferson.

As in the case of Bayou Maçon above Floyd, report upon which is submitted this date, the desire for the removal of obstructions in Bœuf River above Wallace Landing appears to be for the purpose of providing a drain for flood water of the Mississippi from the lower counties in southeastern Arkansas more than for securing an extension of the navigable portion of Bœuf River, and for the reasons given in that report and those herein it is my opinion that Bœuf River above Wallace Landing is not worthy of improvement by the General Government.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Henry M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 28, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons given by the district officer, I am of opinion that Bœuf River above Wallaces Landing, is not worthy of improvement by the United States.

HENRY M. ROBERT,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 351.

PRELIMINARY EXAMINATION OF YALLABUSHA RIVER, MISSISSIPPI.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a preliminary examination of Yallabusha River, Mississippi.

MARCH 2, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, March 2, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated March 1, 1895, together with a copy of a report from Capt. J. H. Willard, Corps of Engineers, dated February 23, 1895, of a preliminary examination made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Yallabusha River, Mississippi.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., March 1, 1895.

SIR: I have the honor to submit the accompanying copy of report, dated February 23, by Capt. J. H. Willard, Corps of Engineers, respecting a preliminary examination of Yallabusha River, Mississippi, required by the river and harbor act of August 17, 1894.

It is the opinion of Captain Willard, concurred in by Col. Henry M. Robert, Corps of Engineers, the division engineer, and by this office, that this river is not worthy of further improvement by the United States.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen, Chief of Engineers.

Hon. D. S. LAMONT,
Secretary of War.

PRELIMINARY EXAMINATION OF YALLABUSHA RIVER, MISSISSIPPI.

UNITED STATES ENGINEER OFFICE,
Vicksburg, Miss., February 23, 1895.

GENERAL: In compliance with instructions contained in letter from your office dated August 20, 1894, I have the honor to submit the following report respecting Yallabusha River, Mississippi, a preliminary examination of which was called for by section 10 of river and harbor act of August 17, 1894.

An examination of this stream and a project for its improvement were made by Major Benyaurd in 1879, his report being given in full below.

UNITED STATES ENGINEER OFFICE,
Memphis, Tenn., December 20, 1879.

GENERAL: I have the honor to submit the following report upon an examination of the Yallabusha River, Mississippi, provided for by act of Congress approved March 3, 1879, and assigned to me by letter of April 25, 1879.

The examination was made by Mr. W. M. Rees, assistant engineer, whose report will be found annexed, and was made with a view of determining the character and extent of the obstructions to navigation, with estimated cost of removal and the nature and extent of the commerce to be benefited.

The Yallabusha is a small stream (estimated to be about 90 miles in length), and has its source in Calhoun County. After flowing through Grenada and Le Flore counties it unites with the Tallahatchie and forms the Yazoo River. The examination shows that, like all the streams in that section of the country and in the Yazoo Basin, the main obstructions to navigation are snags, sunken logs, and leaning timber, the removal of which constitutes the principal work to be carried on with a view of improving the navigation of the stream and of giving increased facilities for the shipment of cotton and the return of plantation supplies and other freights.

The country through which the Yallabusha runs is very sparsely settled, and in a number of places the land adjoining the river is inundated at a high stage of water. The shipments are mainly from the plantations back from the river.

Under the present condition of affairs Grenada is the principal shipping point, from which place annually the amount of cotton shipped is estimated at 12,000 bales. The greater portion of this finds its way by rail to New Orleans. The shipment by river last season amounted to 3,000 to 3,600 bales. Were the river improved, no doubt the greater portion that now goes by rail would find its way out by boat, and at reduced rates of freight.

In the present condition of affairs it is deemed only necessary to cut down the leaning timber and remove the rack heaps and the most dangerous snags. For this purpose no snag boat is necessary. During the lowest stage of water a party can be sent along the river with the necessary tools, etc., and everything can be cut out.

The estimated cost of this improvement is $7,000.

Very respectfully, your obedient servant,

W. H. H. BENYAURD,
Major of Engineers.

Brig. Gen. H. G. WRIGHT,
Chief of Engineers, U. S. A.

REPORT OF MR. W. MARSHALL REES, ASSISTANT ENGINEER.

MEMPHIS, TENN., *December 11, 1879.*

MAJOR: I have the honor to submit the following report upon an examination of Yallabusha River, Mississippi, made under instructions received from you December 2, 1879:

On December 3 I proceeded, with a skiff and two experienced skiffmen, to Grenada, Miss. December 4 and 5 being rainy, I started down the river on the 6th and reached its mouth on the 8th, a distance which I estimate to be about 90 miles.

The Yallabusha River has its source in Calhoun County, and, flowing through Grenada and LeFlore counties, unites with the Tallahatchie to form the Yazoo River at a point four or five miles above Greenwood, Miss., and about 260 miles from the mouth of the Yazoo.

Five miles above Grenada it receives a large tributary from the right and north side called Schooner River, and immediately above the town another large tributary,

called Bogue Creek, comes in from the left side. Between Grenada and the mouth there are several small tributaries, nearly all on the right and north side. Before leaving Grenada I made inquiries from prominent citizens both as to the navigation of the river and the trade and resources of the adjacent country.

During the winter of 1878–79 three boats of from 600 to 800 bales (of cotton) capacity reached Grenada, one boat making three trips, or, in all, five to six trips, which, at 600 bales per trip, gives from 3,000 to 3,600 bales carried from this region last year by steamboats. The total amount of cotton then shipped from Grenada was 12,000 bales, and, had the boating facilities been sufficient, fully one-half would have been shipped by boat. The boats also bring up supplies (provisions, etc.).

Prior to the late war boats of 1,200 to 1,500 bales capacity reached Grenada, which place has generally been considered the head of steamboat navigation. Keelboats carrying 300 to 400 bales have run as far up as Graysport, 12 miles above. The railroad bridge crossing the river at Grenada is a bar to navigation above.

The country through which this river runs is sparsely settled near its banks; in most places the land is subject to annual overflow, in part caused by back water from the Yazoo River. The overflowed district extends from one-half to 1 mile inland, where hill or rolling country is reached, much of which is settled, producing principally cotton.

At about 30 or 35 miles below Grenada the hill country ends, and from thence to its mouth the river flows through a flat-bottom country for 60 miles, nearly all of which is overflowed almost annually for miles back from the river.

Along the entire portion of the river examined I counted 10 clearings and six or seven steamboat landings. As the river was reported to be about 4 feet above low water when I left Grenada, I was not able to determine the obstructions in the channel with as much accuracy as I would wish. During my trip down, the river was slowly rising. The rise at Greenwood on Yazoo River was reported to me as 5 feet above low water on December 8.

I learned from several sources that in extreme low water numerous snags are shown, making the river in many places impassable to a skiff. With the river 4 feet above low water I counted 150 snags in the channel, besides ten or twelve rack heaps (three or four of the largest being about 25 by 50 yards and occupying about half the width of the river). A considerable number of the projecting snags appeared to be branches of trees which had fallen in the channel. Many can be readily removed by cutting up during low water.

For about 40 miles below Grenada the banks have been cleared of overhanging trees. This work was done during the past summer at an expense of $600, paid by the county of Grenada.

Four years ago the Grangers' Society expended several hundred dollars on similar work. Much of the timber and brush cut last summer is lodged in the river, the greater part of which will, I think, go off during high water.

On the lower 55 or 60 miles there is considerable overhanging timber, forming obstructions to navigation; they are oak, willow, sycamore, and some few cypress, mostly of medium size. Both banks of the river from Grenada to the mouth are covered with timber; the greater portion of that suitable for lumber is oak, of which there is a large quantity. At a few places, where the bluffs reach the river, pine is seen. Near the mouth is some cypress.

The width of the river at the present stage of water is from 40 to 60 yards; in a few places, nearer the mouth, reaching 70 to 80 yards.

The banks to a height of ten or twelve feet are in general steep, caving but in few places. Owing to the rapidity with which the water falls at times, boats risk running to Grenada only during high water (6 to 10 feet above low water). At the present stage (4 feet) there is a good current. I estimate the velocity in the channel at from 2 to 3 feet per second, or 1½ to 2 miles per hour. The country passed through is alluvial with more sand in the upper part, producing from one-half bale of cotton in the uplands to one bale per acre on the bottoms.

A part of the hill lands is much broken by ravines and gullies, caused by the rain waters, thus making a considerable portion unfit for profitable cultivation. Much of the hill lands are said to be very inferior cotton lands.

The freight rates on cotton from Grenada to New Orleans are, via railroad, $3.50 per bale; via steamboat last winter, $2.50 per bale, and when improvements are made in the river the steamboat lines agree to carry cotton to New Orleans for $2 per bale; the latter is the present price from Greenwood on the Yazoo.

In conclusion, from lack of definite knowledge concerning the river during low water, I do not feel justified to recommend its improvement for permanent navigation. Still, I am of the opinion that a small sum can be profitably expended to remove such obstructions as will insure the safe passage of boats during at least four months of the year, which time the water is said to be three or four feet above extreme low water; such improvements to consist in the cutting of overhanging trees and the

removal of rack heaps and the most prominent snags, thereby insuring navigation to small boats. I therefore recommend, as the amount that can be profitably expended, the sum of $7,000.

Very respectfully, your obedient servant,

W. MARSHALL REES,
Assistant Engineer.

Maj. W. H. H. BENYAURD,
Corps of Engineers, U. S. A.

Under river and harbor act of August 2, 1882, a further examination of the stream above Grenada was made by Captain Miller, who reported as follows:

The Yallabusha River above Grenada, Miss., is a very narrow, tortuous, shallow, and much obstructed stream. It requires the waters from the Loosacoona, in addition, to render the Yallabusha River worthy of improvement below Grenada. The bed of the stream is a mass of logs and drift, with frequent sand bars, with also a great amount of timber obstructing the stream. The only business done on the river is flatboating firewood.

* * * * * * *

I do not consider a survey of the river necessary, and, in view of the facts as above reported, in my judgment the river is not worthy of improvement, nor the work a public necessity. (Report Chief of Engineers, 1884, p. 1342.)

Appropriations for improving the river were made by the following river and harbor acts:

March 3, 1881	$3,500
August 2, 1882	3,500
July 5, 1884	2,000
August 5, 1886	2,000
Total	11,000

These amounts were applied to the removal of obstructions to navigation from Grenada to the mouth, in accordance with the project submitted by Major Benyaurd in 1879. In June, 1881, a flatboat was built at Grenada for use on the work, and during the succeeding three months operations of a chopping party were carried downstream to the mouth, removing the worst obstructions, so as to permit navigation at high stages. With the second appropriation work was resumed at the mouth September 1, 1882, and between that date and December 7, 1882, it was carried upsteam to within 30 miles of Grenada, greatly improving navigation. Major Benyaurd estimated that $7,000 would be required to cut leaning timber, remove rack heaps, and the most dangerous snags, to afford safe passage for small boats for about four months of the year. This amount was appropriated by the acts of 1881 and 1882, but at the close of the fiscal year 1883 Major Miller reported:

Although the amount of the original estimate for the improvement of this steam, $7,000, has been appropriated and nearly all expended, owing to the nature of the stream continual changes are taking place, which require constant work in the way of snagging and removing fallen timber, and for this purpose $3,500 is asked, to be expended during the fiscal year.

This recommendation was repeated in his report of 1884, but as the river and harbor act of that year appropriated only $2,000, the estimate was increased to $5,000.

October 1 to December 22, 1884, work was continued under the appropriation of July 5, 1884, and operations of a chopping party were carried from Grenada downstream to the mouth, special attention having been given to removal of obstructions in the upper portion of this stretch. With the last appropriation, by act of 1886, the U. S. snagboat *John R. Meigs* was employed March 17 to April 10, 1887, in removing obstructions from the lower river, operations having extended from the mouth about halfway to Grenada.

In my annual report for 1887 I recommended that the sum of $6,000 be appropriated for expenditure in one season of low water in order that the stream might be worked over from Grenada to its mouth so thoroughly that only small amounts would be needed from time to time to remove snags and drift brought down by floods, or fallen timber and stumps caused by caving banks. The river and harbor bill as reported by the committee March 31, 1888 (H. R. 9050, Fiftieth Congress, first session), contained an appropriation of $3,000 for continuing improvement of Yallabusha River, but this appropriation was struck out before the bill finally became a law August 11, 1888, and by letter of the Chief of Engineers, dated August 7, 1888, I was directed to omit the work from my annual report and list of duties, and to return any balance of funds in my hands to the Treasury to the credit of the appropriation.

Notwithstanding the work done in 1881, 1882, 1884, and 1887 for the improvement of navigation, there was no resulting increase of commerce. On the contrary, the business dwindled until boats discontinued trips at any stage, as shown by the following extracts from reports of the Chief of Engineers.

Grenada is the principal shipping point, from which place annually the amount of cotton shipped is estimated at 12,000 bales. The greater portion of this finds its way by rail to New Orleans. The shipment by river last season amounted to 3,000 to 3,600 bales. (1880, p. 1349; 1881, p. 1415.)

It is estimated that about 12,000 bales of cotton are raised along the Yallabusha, about 5,000 of which goes by boat to Vicksburg, the balance being taken to the railroad. (1882, p. 1555.)

It is estimated that from 12,000 to 15,000 bales of cotton are produced along this stream. Of this amount but 3,000 goes by boat to Vicksburg, the balance being taken to the railroad. (1883, p. 1153; 1884, p. 1337.)

Grenada, the head of navigation, is the principal distributing point for this stream. The following are the commercial statistics of Grenada, according to an average of the last three years' shipments: 18,000 bales of cotton, valued at $900,000; estimated value of other freights, $600,000. The principal portion of this, however, is shipped by rail. * * *

During the winter and spring of 1884–85 a small steamboat made regular trips from Greenwood, on the Yazoo, to Grenada, carrying up cotton and cotton seed and return freights of plantation supplies, etc. During the past year the Grenada Oil and Compress Company received by river 5,000 tons cotton seed, valued at $70,000; other freights valued at $5000. (1885, p. 1522.)

The river was navigable from Grenada to the mouth about six months of the fiscal year. No steamboats navigated the stream within this time. (1886, p. 1363.)

No steamboats ply in this stream at present, and the commerce amounts to little or nothing, but steamboat men say that the trade will begin if the river be cleared to Grenada. * * * There is depth enough for boats in high water, but leaning timber prevents passage at such times. (1887, p. 1474; 1888, p. 1362.)

Statements of commerce necessarily were crude and uncertain. No regular steamboats ran into the Yallabusha, and those that made occasional trips from the Yazoo kept no separate records, hence the business could only be estimated approximately, and it was difficult to obtain any information upon the subject.

The improvement of Yallabusha River above Grenada is impracticable, as shown by Major Miller's report of 1884. Below Grenada to its mouth, a distance variously estimated at 63 to 90 miles, it is capable of improvement by the removal of leaning timber, snags, etc., so as to be navigable for a limited portion of each year, or during high stages. Owing to the rapidity of the fall at times, boats could not risk a trip to Grenada unless there was reasonable assurance of continued high water. From Grenada to Tuskahoma Ferry, about one-third the distance to the mouth, the river runs through a hilly country, but below the latter place its course is through a flat bottom or swamp, subject to overflow for miles back, and with few places where a steamboat could make a landing at high stages. There is no town or village of

any importance on the river below Grenada, and the country along the banks is sparsely settled, the necessity for mail service being supplied by three post-offices, Le Flore and Peete on the upper end of the Yazoo branch of the Illinois Central Railroad, and Oxberry on the opposite side of the river, the latter having mails three times a week from the railroad, and all three offices being less than 4 miles apart and near the railroad terminus.

The Mississippi and Louisiana and the Memphis divisions of the Illinois Central Railroad join at Grenada, and the main line continues thence southward through Jackson, Miss., to New Orleans, La. The Yazoo branch of the same road from Jackson to Yazoo City, Miss., and thence up Yazoo River and Tchula Lake to Greenwood, near the mouth of the Yallabusha, has a tap from Tchula to the main line at Durant, and connects at Greenwood with the line of the Southern Railway Company from Atlanta, Ga., to Greenville, Miss., on Mississippi River. Some years ago the Yazoo branch was extended from Greenwood up parallel to the Yallabusha to Parsons on that stream, touching it also at Dodds Ferry.

The original project for improving Yallabusha River contemplated the removal of obstructions to afford safe navigation for small boats at high stages, or about four months of the year, in order to reduce freight rates on cotton and save to the planters the expense of the long haul to Grenada. This project was carried out by the expenditure of the amount of the original estimate, $7,000, and an additional expenditure of $4,000 for maintenance, but no business developed to justify further appropriations, and the improvement was dropped. In the interval of eight years which has elapsed since operations were suspended the results of all former work probably have been lost, and, in view of the increased facilities for transportation by rail, it is doubtful if steamboat traffic would be revived if the river were cleared of obstructions and safe navigation maintained by work from year to year, as the navigable season necessarily would be short, and on account of its uncertainty the planters would market their crops and ship their supplies during fine weather, when the stream is low, but the roads good.

For the facts and reasons stated herein, I am constrained to the opinion that Yallabusha River is not worthy of further improvement by the United States.

Very respectfully, your obedient servant,

J. H. WILLARD,
Captain, Corps of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

(Through Col. Henry M. Robert, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
SOUTHWEST DIVISION,
New York, February 28, 1895.

Respectfully forwarded to the Chief of Engineers.

For the reasons given by the district officer, I am of opinion that the Yallabusha River is not worthy of improvement by the United States.

HENRY M. ROBERT,
Colonel, Corps of Engineers, Division Engineer.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC No. 352.

SURVEY OF EVANSVILLE HARBOR, INDIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

With letter of the Chief of Engineers, report of a survey of Evansville Harbor, Indiana.

MARCH 2, 1895.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, March 2, 1895.

SIR: I have the honor to inclose herewith a letter from the Chief of Engineers, dated March 1, 1895, together with a copy of a report from Lieut. Col. Amos Stickney, Corps of Engineers, dated February 27, 1895, of a preliminary survey made by him in compliance with the provisions of the river and harbor act of August 17, 1894, of Evansville Harbor, Indiana.

Very respectfully,

DANIEL S. LAMONT,
Secretary of War.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., March 1, 1895.

SIR: I have the honor to submit the accompanying copy of report by Lieut. Col. Amos Stickney, Corps of Engineers, dated February 27, 1895, with map, of the results of a survey of Evansville Harbor, Indiana, made to comply with the requirements of the river and harbor act of August 17, 1894.

The work recommended by Lieutenant-Colonel Stickney for the improvement of this locality is the construction of a series of dikes to properly direct and confine the flow of the river at low stages; a modi-

fication of the existing dike, which consists principally in reducing its height; and the protection of the caving bank opposite the existing dike, at a total estimated cost of $39,592.25.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brig. Gen., Chief of Engineers.

Hon. DANIEL S. LAMONT,
Secretary of War.

SURVEY OF EVANSVILLE HARBOR, INDIANA.

UNITED STATES ENGINEER OFFICE,
Cincinnati, Ohio, February 27, 1895.

GENERAL: I have the honor to submit the following report upon a survey of Evansville Harbor, with estimate of cost for improvement of the harbor. This survey was made in compliance with the requirements of the river and harbor act of Congress of August 17, 1894.

The survey was made by Mr. J. Nelson Caldwell, assistant engineer, a copy of whose report is appended.

A report upon a preliminary examination of this locality was made August 31, 1892, and may be found in Annual Report of the Chief of Engineers, United States Army, for year ending June 30, 1893, page 2521. The developments of the survey may be stated as follows:

Below the mouth of Green River, about 8 miles above Evansville, the deep-water channel of the Ohio is along the Kentucky shore. The dike built in 1873–79 has forced the low-water flow over towards the Indiana side, but owing to the form of the dike there is but little deposit above it, and the direction of flow is changed abruptly, so that a large part falls over a shoal which exists between the dike and the Indiana side, lying about parallel with the river banks and nearly where the deep part of the channel should be. As soon as the water passes the lower end of the dike it begins to spread, even at low stages, towards the Kentucky shore. This is due to the maintenance of a channel back of and below the dike and of the sharp curving of the river to the left. The effect of this divergence just above the city landing is to counteract in a considerable degree what might be termed the centrifugal force of the current of the water flowing immediately along the concave shore upon which the city is built. The slacking of this current seems to be to such an extent that it will not scour off the sewage matter, furnace cinders of steamers, and mud deposit along the public wharf. This divergence of flow towards the Kentucky and point side of the river, even at very low stages, is plainly indicated by the contours on the sand bar shown on the accompanying map. Another bad effect of this divergence of flow is the narrowing of the low-water channel immediately in front of the city landing, which makes it necessary for downstream boats to back down the river a considerable distance before they can turn around.

The work recommended for the improvement of this locality is the construction of a series of dikes to properly direct and confine the flow of the river at low stages, a modification of the existing dike, which consists principally in reducing its height, and the protection of the caving bank opposite the existing dike.

The following is an estimate of cost:

Amount of loose stone in place in 6 dikes and 1,000 feet of shore protection, 23,549 cubic yards, of which 8,000 cubic yards can be

obtained by reducing the old dike to a height of 4 feet above low water, the uniform height of the proposed dikes.

8,000 cubic yards, at 40 cents	$3,200.00
15,549 cubic yards, at $1.25	19,436.25
4,239 cubic yards, top paving, $4	16,956.00
Total	39,592.25

Transmitted herewith is a tracing of map of the recent survey, showing proposed work for improvement, also a photograph of the map.

Very respectfully, your obedient servant,

AMOS STICKNEY,
Lieutenant-Colonel of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

REPORT OF MR. J. NELSON CALDWELL, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,
Cincinnati, Ohio, February 1, 1895.

COLONEL: I have the honor to submit the following report of a survey of Evansville Harbor. This survey is required by the river and harbor act of August 17, 1894, and in compliance with your order I assumed charge of the work.

The field work was begun October 6, and completed October 30, 1894. A base line was started on the Kentucky side of the river near the Government light and about 2,100 feet above the dike, and was extended well around the bend below Evansville. The length of the line measured was 13,300 feet, with a total deflection from the first section to the last of 184° 42′. Stations were selected on the Indiana shore and connected with the stations on the base line by triangulation. Prominent objects near the river were located.

Beginning at the upper end of the base line and extending down to Pigeon Creek, lines of soundings were made every 200 feet, and below Pigeon Creek the lines of soundings were made every 400 feet. At the points where the direction of the base line changed several radiating lines of soundings were made. The lines of soundings were continued across the bar in front of the city, and the elevation of points on the bar determined by the use of the level. Where the lines of soundings were 200 feet apart cross sections of the banks were made every 600 feet from the water's edge to the top, and where the lines of soundings were 400 feet apart the cross sections were made every 800 feet. Where the lines of soundings crossed the dike the elevations of the points of intersection of these lines and the middle line of the dike were ascertained by means of the level.

The lower portion of the Evansville wharf was found to be covered with a deposit of mud, cinders, etc. Lines of cross section 100 feet apart were run over this portion.

The stage of water was favorable at the time of making the survey. During the time when the soundings and cross sections were made the stage was from 1.7 feet to 0.7 foot above low water, low water being taken as 0.1 foot on the gauge at Evansville.

Just above the dike the river is wide and shoal. Abreast of the dike the bank on the Indiana shore is caving. The bank is composed of clay overlying sand. The water being forced over to this side by the dike, the sand is washed out and the clay breaks off and falls into the river.

The sand bar in front of the city has increased to such dimensions, and contracted the low-water channel to such an extent that at the time of making the survey, when the water was at a low stage, boats had difficulty in turning unless they were backed down below the bar.

The deposit of mud, cinders, etc., on the city wharf is a source of annoyance to the wharf-boat managers, as its presence compels them to spar their boats some distance out during the lower stages of the river, and construct footbridges for the accommodation of persons desiring to pass to and from the shore.

A map of the harbor, in two sheets, is submitted herewith.

Very respectfully, your obedient servant,

J. NELSON CALDWELL,
Assistant Engineer.

Lieut. Col. AMOS STICKNEY,
Corps of Engineers, U. S. A.

53D CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 353.

DISCHARGE OF SOLDIERS FROM THE TREASURY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

Pursuant to House resolution, information as to the number of ex-Union soldiers discharged from the Treasury Department since March 4, 1893.

MARCH 2, 1895.—Referred to the Committee on Reform in the Civil Service and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., March 2, 1895.

SIR: I have the honor to acknowledge the receipt of the following resolution passed by the House of Representatives on the 20th day of February, 1895:

Resolved, That the Secretary of the Treasury be requested to furnish the House the names of the soldiers of the late war discharged from the public service in his Department and the several bureaus thereof since March fourth, eighteen hundred and ninety-three, and the cause in each case of such dismissal.

and, in response, I have the honor to inclose herewith a list of removals, appointments, and reinstatements of soldiers during the period of time mentioned in the resolution.

It will be observed from the inclosed statement that there have been 135 removals and 115 appointments and reinstatements between March 4, 1893, and the present time.

I do not recognize the right of the House of Representatives to require the Secretary of the Treasury to state the reasons for making removals, appointments, or reinstatements, but deem it proper, nevertheless, to say that all the changes shown were made for the purpose of promoting the efficiency of the public service, and that in making removals no discrimination has been made against soldiers, while in making appointments and reinstatements preference has been given to that class of applicants, due regard being had in each case to their physical and mental qualifications.

I have the honor to be, very respectfully, yours,

J. G. CARLISLE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Removals.

Names.	Designations.	Salary.
John W. Davis	Watchman	$720.00
T. F. Wilson	do	720.00
R. F. Fookes	do	720.00
G. W. Hitchcock	Assistant messenger	720.00
H. H. Jeter	Carpenter	1,000.00
James Baird	Cabinetmaker	1,000.00
H. T. C. Green	Watchman	720.00
A. J. Morey	do	720.00
Albert Smith	Cabinetmaker	1,000.00
Chas. E. Madden	Lieutenant of watch	900.00
Jos. Harriman	Watchman	720.00
J. G. Burchfield	do	720.00
James Mattison	Cabinetmaker	1,000.00
G. G. Norton	Watchman	720.00
Sock Harlan	do	720.00
Thos. W. Rose	do	720.00
Jay Marshall	do	720.00
Peter Donahue	Laborer	660.00
J. C. Gaither	Cabinetmaker	1,000.09
H. A. Allen	Laborer	660.00
J. H. Rauch	Watchman	720.00
J. A. Clark	Laborer	550.00
Bolden Evans	do	500.00
R. V. McCoy	Watchman	720.00
Luke Davis	do	720.00
C. M. Williams	do	720.00
W. W. McBeth	do	720.00
C. E. Brown	do	720.00
I. C. France	do	720.00
Jos. F. Mallere	do	720.00
Henry Fetter	do	720.00
A. B. Sankey	do	720.00
John Brubaker	Laborer	660.00
John Bott	Watchman	720.00
W. T. Alvey	do	720.00
P. A. Hagan	Workman	840.00
E. C. Dougherty	do	1,000.00
William Colbert	Laborer	660.00
J. A. Durnbaugh	Assistant messenger	720.00
J. M. Cunningham	Workman	900.00
Garland White	Assistant messenger	720.00
Fred Mahon	Messenger	840.00
W. C. Pennywitt	Clerk	1,400.00
Lorenzo Thomas	do	1,200.00
C. H. O'Brien	Laborer	660.00
H. A. Cobaugh	Clerk	1,400.00
W. S. Marks	do	1,200.00
H. F. Robinson	do	1,000.00
J. M. March	do	1,200.00
A. A. Forbush	Skilled laborer	900.00
J. D. Dudley	Laborer	660.00
W. C. McEuen	do	660.00
W. A. Rogers	Chief of division	2,000.00
M. J. Bunnell	do	2,000.00
J. M. Edwards	Clerk	1,200.00
H. N. Gassaway	do	1,800.00
L. Williams	Laborer	660.00
Robt. Calderwood	Assistant messenger	720.00
E. H. Curry	do	720.00
T. H. Sypherd	Clerk	1,400.00
J. C. Weaver	do	1,400.00
Leicester King	do	1,000.00
D. H. Clark	Laborer	660.00
Henry Cilley	Chief of division	2,000.00
J. B. Sloat	Messenger	840.00
Richard Michael	Laborer	660.00
Ed. Bright	Assistant messenger	720.00
Geo. B. Chamberlin	Clerk	900.00
C. W. Thompson	Messenger	840.00
Daniel Shea	do	840.00
F. C. Long	Clerk	1,400.00
C. E. Diemar	Messenger	840.00
J. H. Stine	Clerk	1,600.00
W. H. H. Butts	Assistant messenger	720.00
J. W. Neff	Messenger	840.00
C. A. Krause	Assistant messenger	720.00
P. H. Curneen	Laborer	660.00
William Cairns	Clerk	900.00
S. R. Andrews	Watchman	820.00
John Logue	Plate printer	Piece rate.
J. W. Peterson	Lieutenant of watch	1,100.00
John Fox	Laborer	470.00

Removals—Continued.

Names.	Designations.	Salary.
W. J. Ryan	Plate printer	Piece rates.
John Small	do	Piece rates.
T. P. Stacy	do	Piece rates.
Peter C. Bain	Superintendent	$1,900.00
T. C. Ray	Clerk	1,000.00
James Hutchingson	Carpenter	930.00
J. A. Morris	Watchman	820.00
A. L. Root	do	820.00
G. W. Barnes	Plate printer	Piece rates.
John Bruen	do	Piece rates.
Ira Burdette	do	Piece rates.
J. A. Schneider	do	Piece rates.
S. R. Jennings	Laborer	470.00
H. Beymer	Watchman	720.00
William Shunk	Clerk	1,400.00
W. B. Dodge	Money-order assorter	900.00
R. S. Tharin	Clerk	1,200.00
Robert Figg	Watchman	720.00
Andrew Glaser	do	720.00
E. H. Cunningham	Clerk	1,400.00
Abel Gilbert	Watchman	720.00
H. F. Loveaire	Engineer	1,000.00
Samuel Banks	Laborer	620.00
H. E. Weaver	Clerk	1,600.00
H. A. Cozzens	do	1,600.00
W. L. Rose	Laborer	500.00
John L. Knapp	Clerk	1,000.00
N. B. Madera	Watchman	720.00
B. P. Mimmack	Clerk	1,800.00
S. E. Homan	Assistant messenger	720.00
E. A. Haradon	Laborer	660.00
Chas. H. Miller	Clerk	1,800.00
Thos. H. Ridgate	do	1,400.00
Geo. G. Cornish	do	1,200.00
Chas. H. Brown	do	1,800.00
Emil Molkow	Draftsman	Per diem 4.00
J. F. L. DeVoe	Watchman	720.00
Thomas Killigan	Laborer	660.00
E. J. Colvin	do	660.00
Andrew Day	Clerk	1,400.00
John Pestell	do	900.00
Jas. McDonald	Laborer	470.00
C. G. Bollinger	Oil burner	1,565.00
J. B. Osborn	Plate printer	Piece rates.
Archibald Dick	Foreman	1,500.00
T. H. Little	Plate printer	Piece rates.
H. H. Miellineaux	do	Piece rates.
Wm. A. Caldwell	Skilled helper	548.00
John Hayward	do	548.00
Alfred Hamilton	Plate printer	Piece rates.
R. H. Long	do	Piece rates.
F. M. Thomas	Laborer	470.00
J. D. Foster	do	470.00

Appointments.

R. T. Stoops	Watchman	$720.00
Herman Kretz	Chief of division	2,750.00
Henry Beymer	Watchman	720.00
Al. Carlile	Inspector of furniture	2,000.00
James Wallace	Watchman	720.00
Sam'l Hamilton	do	720.00
Geo. Conway	do	720.00
S. S. Walters	Skilled laborer	720.00
Fred Shortsleeves	Watchman	720.00
W. H. Wofford	do	720.00
Christopher Blivin	do	720.00
J. D. Compton	Cabinetmaker	1,000 00
J. A. Brown	Watchman	720.00
G. W. Shannon	do	720.00
W. J. Chapman	do	720.00
J. D. Putnam	do	720.00
William Janes	do	720.00
John A. Clark	Laborer	550.00
R. E. Cross	Watchman	720.00
Joseph Carr	do	720.00
T. J. Sullivan	do	720.00
J. J. Martin	do	720.00
W. F. McCoy	do	720.00
I. C. France	do	720.00

Appointments—Continued.

Names.	Designations.	Salary.
Josiah Dupaw	Watchman	$720.00
Luke Glancy	do	720.00
Cyril Blouin	do	720.00
James Mayher	do	720.00
Peter Donahue	Laborer	620.00
A. A. Jackson	Watchman	720.00
G. H. Leonard	Laborer	500.00
J. S. Tunnicliff	Watchman	720.00
J. P. Morrill	do	720.00
T. H. Cusick	do	720.00
Robert Simpson	do	720.00
John Finnegan	do	720.00
W. B. Goodale	do	720.00
W. P. Knight	do	720.00
C. F. Noske	do	720.00
J. W. Lynch	do	720.00
J. P. Pratt	do	720.00
W. H. Huff	do	720.00
J. C. Farrell	do	720.00
Chas. Haddock	do	720.00
Patrick O'Leary	do	720.00
J. C. Weeks	do	720.00
Thos. McGrath	do	720.00
Patrick Doherty	do	720.00
L. W. Gifford	Lieutenant of watch	900.00
Andrew Glaser	Watchman	720.00
Cornelius Meagher	do	720.00
M. J. Langan	Laborer	660.00
E. W. Nicholson	Clerk	1,000.00
Garland White	Assistant messenger	720.00
W. H. Pugh	Commissioner of Customs	4,000.00
Geo. F. Will	Laborer	660.00
W. L. Riley	do	660.00
C. W. Harley	do	660.00
Chas. Hurrle	Assistant messenger	720.00
W. G. Hall	Clerk	900.00
D. A. G. Brockett	Assistant messenger	720.00
J. O. Broadfoot	do	720.00
J. P. Carroll	Laborer	660.00
J. H. Paynter	Assistant messenger	720.00
John Harrington	Messenger	840.00
John Meany	Laborer	660.00
J. H. Steiner	Copyist	720.00
J. A. McDowell	Watchman	720.00
G. W. Myers	do	820.00
H. J. McGivern	do	820.00
Thos. Killigan	Laborer	470.00
John Bruin	Plate printer	Piece rates.
F. S. Bernard	do	Piece rates.
A. A. Campbell	do	Piece rates.
Henry Bowie	Laborer	470.00
J. A. Smith	Watchman	820.00
Matt. Gramlich	do	820.00
John Gates	Lieutenant of watch	1,100.00
Peter McGirr	Plate printer	Piece rates.
W. H. Peck	do	Piece rates.
J. B. Osborne	do	Piece rates.
Henry Miller	Watchman	720.00
J. W. Pollock	Assistant messenger	720.00
J. A. Schneider	Plate printer	Piece rates.
C. E. W. Brown	Laborer	500.00
T. J. Heirs	Watchman	720.00
S. G. Hamilton	Laborer	470.00
W. L. Rose	do	500.00
J. E. Richards	Watchman	720.00
F. M. Thomas	Laborer	470.00
Jos. Stafford	Watchman	720.00
Silas D. Strong	do	720.00
John Taylor	Laborer	470.00
J. D. Coulter	Watchman	720.00
W. H. Scudder	Clerk	1,800.00
Thomas Hart	Watchman	720.00
William Adams	do	720.00
H. B. Winslow	Assistant engineer	720.00
Henry Briody	Laborer	470.00
M. C. Connelly	Captain of watch	1,400.00
Ross McMullen	Watchman	720.00
Jacob Strohm	Laborer	600.00
George M. Plunkett	do	470.00
C. E. Brean	do	500.00
Arthur Small	Plate printer	Piece rate.
J. D. Foster	Laborer	470.00

Reinstatements.

Names.	Designations.	Salary.
W. F. McCoy	Watchman	$720.00
F. R. Koester	Laborer	660.00
P. H. McNulty	Clerk	1,000.00
J. M. Baldwin	Watchman	720.00
Wm. Griffiths	Messenger	840.00
J. W. Farrar	Clerk	900.00
E. W. Creecy	do	900.00
E. B. McSweeney	do	900.00
W. S. Marks	do	900.00

RECAPITULATION.

Removed	135
Appointed and reinstated	115

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MDZ Münchener DigitalisierungsZentrum Digitale Bibliothek

House documents

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